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Whether to Sell Through "DEALERS" or "BRANCHES" or Both?

THIS isn't a new subject for discussion, especially in the automotive industry, but for various reasons it is again looming very prominently on the business horizon of the truck industry.

In view of the fact that certain manufacturers who seem to prefer branch house distribution are expanding their sales organizations by establishing more branches some other manufacturers are becoming more or less worried in the belief that perhaps they are not following the most approved method of truck distribution.

Just because a few manufacturers are opening up a few more branches is nothing to become excited about, especially if one has a **well organized dealer organization!**

Anyone who thinks the branch sales method is the better of the two need only check up the manufacturers who are selling the big volume in the truck market. He will find that those manufacturers are successful because of their dealer organizations.

Some of those successful organizations also include a few branches—but those branches are not relied upon to make the volume sales. They're simply glorified warehouses.

Actually it makes very little difference whether the manufacturer sells through dealers or branches, provided the "policy" in back of the sales organization is sane and safe.

The policies, however, under which some branch house organizations function, advance the question, "how long can such policies be continued without undermining the manufacturer's whole business?"

FOR the present such concerns may seem to be getting by, but what about the future? It is not the harm alone that such business methods are doing to other competitive business organizations, but "the harm such organizations are doing to themselves?"

"Volume at any price policy" may get by for a while but will it endure?

Where does the "buyer" get off? How long will he stand for some of those policies when he learns the truth? No organization can prosper long once the public finds out that it is being kidded. More and more the truck buyer is becoming "truck wise." You "cannot fool all the people all the time."

Some years ago the battery manufacturers made the battery a thing of mystery to the car owner. The owner looked upon the battery with awe. It was a mysterious black box, and it was pretty darn expensive. The latter he did know. But it remained for one company to blow the lid off that box and create a sensation by setting a new price on batteries that made the trade gasp. Now the battery no longer is a mysterious high-priced object and every high school boy is battery wise.

And so it will be with the motor truck business. More and more the buyer is demanding facts, and more and more the buyer wants to know "what he is getting for his dollar." The time will come when high prices subject to excessive discounts will be looked upon with suspicion. Parts lists will be compared more closely. Economical maintenance will become of greater import to the buyer than trade-in allowances and discounts.

Now there is a definite relationship between what we have said and the subject of selling through dealers vs. branches. Both methods have their advantages and disadvantages, but the best bet for any manufacturer who hopes to do more than a local business lies in favor of the dealer sales organization.

WITHOUT going into all the pros and cons of the dealer vs. branch sales organization, there are a few outstanding facts that the manufacturer cannot overlook.

First: Future competition will necessitate much closer contact with the buyer in the smaller community. The decentralization of big city business will make it eminent for branch manufacturers to establish dealers in these smaller communities. Contact men or "spotters" who get a small commission on pick-up sales will not be able to compete with the established dealers representing competitive lines.

Furthermore, the excessive overhead which factory branches incur can only be met with greater production volume. Unless the branch can absorb a definite quota it will show a loss, which many do. As the greater outlet for trucks lies in the smaller communities, the question arises, "is the manufacturer making a wise move in concentrating his sales outlet chiefly through branches, and how far can he carry the branch idea without incurring an unwieldy overhead?"

Second: What effect will the parts situation have in the future on the sale of motor trucks sold through branches. At the present time the repairman and independent shop is much concerned over the situation. He isn't much in favor of the treatment he usually gets at the branch, especially as he must pay

full factory list price for parts. **Consequently he does lots of knocking which could be eliminated if he were given some consideration.** Some believe "every knock is a boost," but we don't think it applies in this case.

OF course, it is every truck manufacturer's prerogative to make a profit on his parts, but the idea of "loading on all the traffic will bear" is another thing. When the branch or the dealer charges one price (usually the highest) the jobber another and the parts supply depot still another, where will the parts business eventually go to? No, the jobber and the parts dealer are not selling a pirate part, but the same identical part which the parts manufacturer has sold to all three sources. But the prices are very different. Will the owner or the repair man pay the highest price just because he loves the branch or the dealer? Certainly here is something for the industry to think about.

We believe that if the manufacturer, who is uncertain as to whether dealers or branches are his best sales outlet, will analyze present conditions in the truck business carefully, he cannot fail to reach the conclusion that the dealer represents the only logical and most economical sales outlet.

Even if the parts business does not produce a lot of revenue for the dealer, his sales department overhead is much lower in comparison to the expenses of running a branch, and the manufacturer's capital is not tied up in real estate.

The dealer in the smaller communities is responsible for the largest percentage of truck and passenger car sales today—should there be any dubiousness as to his standing in the future?

Less Than One-Third Cash Sales Condemned

Resolutions Condemning Practice Adopted by National Association of Financing Companies

RESOLUTIONS condemning motor retail time sales transactions where the minimum down payment is less than one-third the cash or 30 per cent of the time selling price, approving the requirement of endorsement or repurchase agreement by the dealer and opposing the giving or receiving of rebates were adopted by the board of directors of the National Association of Finance Companies at a recent meeting. The resolution affecting time payments is as follows:

Whereas, it is the opinion of the directors of the National Association of Finance Companies that resolutions A, B and C setting forth certain credit terms, adopted at a general meeting of finance companies at Chicago, Dec. 10-11, 1924, are fundamentally sound, and should be observed by finance companies and automobile dealers;

And whereas, a number of finance companies and automobile dealers, appar-

ently with the knowledge of some of their respective bankers, have not been observing said resolutions in the recent conduct of their business, but have continued to accept motor retail time sales transaction covering the sales of new passenger cars where the minimum down payment has been less than 33 1/3 per cent of the cash or 30 per cent of the time selling price, and in many cases where there have been more than twelve equal monthly payments, or where the twelfth monthly installment has been larger than the previous installments with an agreement, implied or otherwise, to renew such installments for a longer period;

And whereas, this association cannot legally require compliance by its members with the aforesaid resolutions A, B and C;

Now therefore, be it resolved: That the status of any member of this association is not affected by reason of its failure to

conduct its business on the basis set forth in the aforesaid resolutions A, B and C, nor shall such action by such members be constructed as a repudiation of the soundness of the fundamental principles embodied in said resolutions;

Whereas, the report of a special committee of this association reflects the majority opinion of representative finance companies throughout the United States that endorsement or repurchase agreement by the dealer should be required in connection with used car paper purchased by finance companies;

Now therefore, be it resolved: That the directors of the National Association of Finance Companies recommend that all finance companies and local associations support this practice, and put it into effect wherever practicable;

Whereas, the practice of some finance companies of giving automobile dealers rebates in one form or another is unfair competition, and a fraud upon the public, which may lead to generally discrediting the automobile time sales business;

Now therefore, be it resolved: By the board of directors of this association, that the practice of giving and receiving rebates be unreservedly condemned, and that finance companies and automobile dealers be urged to give retail buyers of automobiles the benefit of any economies that can be effected in financing time sales.



Salesmen and Personnel of the Federal Truck Company, Chicago Branch

Making Your Salesmen 100% Sold on Your Product

Can Men Who Have Sold Several Makes of Trucks Become 100% Sold on Your Product?

By H. LIONEL WILLIAMS

IN motor truck organization today it is a generally accepted fact that really efficient salesmen are becoming more and more difficult to obtain.

From whatever source he is drawn, the salesman must of necessity be thoroughly familiarized with the vehicle he is to sell; in other words, he must know all about it and himself be sold on it. The question then arises, what class of salesman can best be sold on the merits of one particular make of truck?

If a man has sold mechanical goods, but not trucks, can he be made into an efficient truck salesman? Or is it better to take an experienced truck salesman and endeavor to rid him of his preconceived ideas as to the best features of design in a truck. Which is the easiest to sell on the merits of your own particular product?

This is one of the problems that the Federal Motor Truck Co. of Chicago undertook to solve some months ago. They considered that the average truck salesman must find it very difficult to take on a new line of trucks involving a revision of his ideas as to the funda-

mentals of sound design and a reversal of his talking points.

Non-Automotive Salesmen Used

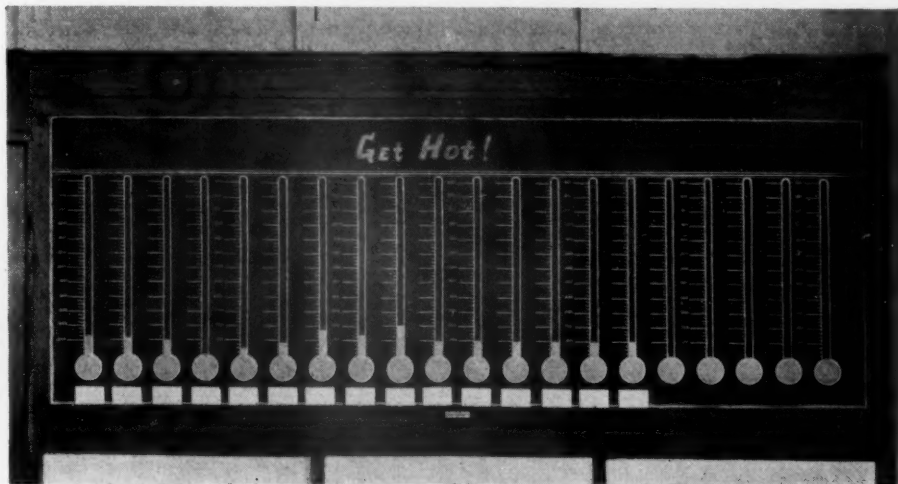
FINALLY, O. E. Pederson, the general manager, decided to make the experiment of training his own salesmen, using as raw material men who had had selling experience with other mechanical products than trucks. A blind advertisement was drawn up along these lines, and announced that the selected applicants would not leave their present employment, but would attend a series of classes for a period of two months. At the end of that period the final selection would be made, and the successful candidate given

a good paying proposition. Fifty replies were received to this advertisement, and thirty men were called upon for preliminary interview. Twenty-eight of these men were asked to come to the classes.

In the meantime, Mr. Pederson and Paul Webb, his assistant, had prepared a course of instruction for the prospective salesmen and the classes were fixed for two nights a week, from 7 p. m. to 10 or 11 p. m.

The course of instruction involved the consideration of the mechanical and selling features of every chassis detail, each unit being dealt with separately. For example, the theory of the internal combustion engine was thoroughly discussed with the aid of a cut-away engine, a rear axle was disassembled and adjusted, and the operating parts and their dimensions were gone into. By this method each salesman was given a clear idea of the purpose of each part, the principle behind it, and its value as a sales argument.

When the entire line of models had been thoroughly dealt with in this manner, special
(Continued on page 64)



Each Salesman Has a Thermometer Graduated With the Monthly Quota. A Glance at This Shows Him Where He Stands in Sales and How He Compares With His Colleagues

Sell Your Organization as Well as Your Truck to the Customer

A Truck Sale is Not Completed When the Buyer Takes Delivery



Distinctive and Attractive Premises House the Mason Towle Company, Dodge Brothers Dealers of Cincinnati. This is Part of Their Scheme to Sell Themselves as an Organization to Their Prospects. Insert: J. H. Reeve, Vice-President of the Mason Towle Company.

A DISTINCTLY unusual building houses the Mason Towle Company of Cincinnati, Ohio. It has none of the hall-marks of the usual motor sales premises with their uninspiring frontages and dismal expanses of plate glass. Built in the style of an old English homestead in rough stone and half-timbered, with its one show window of leaded glass, it cannot fail to attract the attention of passers-by. This building is one of the reasons why practically everyone in Cincinnati knows the Mason Towle Co.

The character of the building is maintained throughout its interior, as the photographs show. Even the parts counter is attractively arranged. Only passenger cars are staged in the showroom, and only four models of these on the principle that too many exhibits tend to confuse the prospect and add to his difficulties in choosing.

Behind the outlay of money that this building represents is the firm conviction of the proprietors of the necessity for selling their organization equally with their product. They also believe that no deal is complete until the buyer has called on

them for service. These then are the two points that they emphasize; the stability and character of the firm itself and the high grade of service that they offer.

Motor trucks are sold by the Mason Towle Company only after a survey of the working conditions and requirements of the prospect. They have been operating on this principle long enough now to have established a reputation as transportation experts, and many of their clients now consult them concerning the purchase and application of vehicles of larger capacity than they themselves sell.

Sales Governed by Analysis

BEFORE any truck is offered, a report form is filled up showing the kind of business it will be used for, the kind of roads it will operate over, particulars of truck or trucks now in use, and other relevant matters. The truck and model most suited for this work is then decided upon and offered. It is sold upon its suitability for the work and its low cost of operation, backed by the service of the organization.

This specialized selling naturally involves a separate sales force to that of the passenger cars. Actually the truck department is in charge of Mr. J. H. Pennington who has two salesmen, and between them they dispose of 250 trucks each year. An interesting feature is the competitive spirit which is engendered by splitting the passenger car sales force into two sections, so that with the truck group there are three sections in competition with one another as to which can make the biggest sales in any one month. Members of the winning group have the privilege of wearing badges for the following month.

Once a truck is sold, the buyer is not forgotten. Steps are taken to insure that he buys authorized parts. Further than this every effort is made to induce the user to keep accurate costs of operation. He is supplied with a monthly cost of operation chart and shown how to use it. An eye is also kept on his figures to see that he is getting the best results possible.

If a truck comes in for repair, the operator has the privilege of hiring the company's truck at \$5 a day.

The grouping of the sales and service

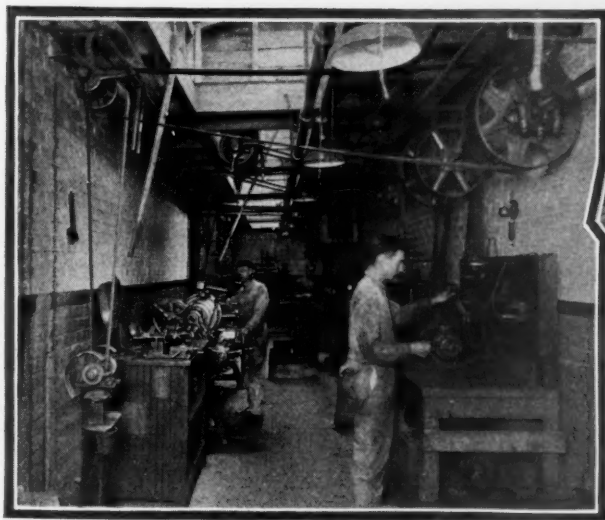
Quite in Keeping With the Building is the Parts Department. This Counter is Attractive Without Losing Any of Its Suitability for the Job.



The Service Department Manager is Always on the Spot and No Truck User is Kept Waiting When He Comes in for Repairs.



A Stock of \$60,000 Worth of Parts Services 1000 Dodge Brothers and Graham Trucks as Well as 4000 Cars. This is a True Well Organized Department.



Greatest Efficiency is Secured by Segregating the Machine Tool Department



In the Repair Shop Method and Order Predominate. Good Lighting is a First Essential to Good Work.

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REPORT OF TRUCK OPERATION

GRAHAM BROTHERS, DETROIT



IDENTIFICATION OF TRUCK

OWNERS TRUCK NO. _____

NAME OF OWNER _____ CITY _____ STATE _____

MAIN ADDRESS _____ GARAGE ADDRESS _____

KIND OF BUSINESS _____

WHERE USED _____ HOW USED _____

MAKE OF TRUCK _____ CHASSIS MODEL _____

MPR'S CAR NO. _____ (SEE NAME PLATE ON TOP BOARD IN CAB)

CAPACITY IN TONS _____ WHEELBASE LENGTH IN INCHES _____ TIRE SIZES—FRONT _____ REAR _____

CAB MODEL _____ IF SPECIAL GIVE WEIGHT _____

BODY MODEL _____ IF SPECIAL GIVE BODY WEIGHT _____ AND GIVE LOADING _____

SPACE DIMENSIONS IN INCHES—LENGTH _____ WIDTH _____ HEIGHT _____

TOTAL WEIGHT OF TRUCK—EMPTY _____

INFORMATION FROM RECORDS

TOTAL INVESTMENT INCLUDING COMPLETE EQUIPMENT _____

ESTIMATED LIFE OF TRUCK FOR DEPRECIATION PURPOSES—TOTAL MILES _____ YEARS _____

DATE DELIVERED _____ DATE AT START OF RECORD PERIOD _____

NO. DAYS IN RECORD PERIOD _____ DATE AT END OF RECORD PERIOD _____

NO. DAYS OPERATED IN RECORD PERIOD _____ NO. DAYS OPERATED PER YEAR _____

MILEAGE—DURING RECORD PERIOD _____ TO DATE _____

MAINTENANCE AND REPAIR COSTS— (INCLUDES TIRE REPAIRS) TO DATE _____

LABOR _____ \$ _____

MATERIAL _____ \$ _____

TOTAL _____ \$ _____

AVERAGE COST PER HOUR OF REPAIR LABOR _____ \$ _____

NAME OF GASOLINE _____ TOTAL GALLONS _____ TOTAL COST \$ _____

NAME OF CYLINDER OIL _____ TOTAL GALLONS _____ TOTAL COST \$ _____

FROM WHAT RECORDS IS THIS INFORMATION OBTAINED _____

ESTIMATE OF OPERATING CONDITIONS

AVERAGE MINUTES ROUND TRIP INCLUDING LOADING AND UNLOADING _____

AVERAGE MINUTES—LOADING _____ UNLOADING _____

AVERAGE HOURS WORK PER DAY INCLUDING STOP _____

AVERAGE NO. TRIPS PER DAY _____ STOPS PER DAY _____

CUSTOMARY DRIVING SPEED IN MILES PER HOUR—LOADED _____ EMPTY _____

ORDINARY MAXIMUM LOAD—(WEIGHT, OR NO. BUS PASSENGERS) _____

AVERAGE LOAD (WEIGHT, OR NUMBER OF BUS PASSENGERS) NOT INCLUDING TIME EMPTY _____

IS TRUCK DRIVEN BY OWNER, BY ONLY ONE EMPLOYEE, OR VARIOUS PERSONS? _____

HOW OFTEN—ROUTINE INSPECTION _____ OVERHAUL? _____

SERVICE BY DEALER, OWNER, OR OTHER SHOP? _____

IS OPERATION PRINCIPALLY THROUGH COUNTRY OR CITY? _____

LEVEL ROAD? _____ A FEW HILLS? _____ MANY STEEP GRADES? _____

REMARKS _____

SHOW APPROXIMATE PERCENTAGES OF COMMON ROAD SURFACES USED

PERCENTAGE	PERCENTAGE
ASPHALT _____	CONCRETE _____
BITUMINOUS CONCRETE _____	EARTH ROAD—DUST TOP _____
BITUMINOUS MACADAM _____	EARTH ROAD—MUD TOP _____
BURNT CLAY _____	GRANITE BLOCKS _____
CHERT _____	LOOSE GRAVEL _____
CLAY _____	PACKED GRAVEL _____
CLINKER _____	ROUGH BRICK _____
COBBLESTONE _____	SAND _____
	SCREENINGS AND OIL TOP _____
	SHELL _____
	SLAG _____
	SMOOTH BRICK _____
	STRAW _____
	WATER-BOUND MACADAM _____
	WOOD BLOCKS _____

GIVE NAMES AND TITLES OF AUTHORITIES FOR ESTIMATE OF OPERATING CONDITIONS _____

SOURCE OF REPORT

DATE _____ SIGNATURE _____

POSITION _____ COMPANY _____

GRANAM BROTHERS FROM THIS IS NOT A C

All Trucks Are Sold on Their Suitability to the Service in Which They Are to be Employed

This policy has established Mason Towle Co. as an unbiased authority on motor transport and it is consulted as such. A conscientious use of a special report, the two sides of which are illustrated, on which all important particulars are itemized, is largely responsible for the enviable reputation enjoyed by the company. By means of it the truck and model most suited for any particular work is decided and offered.

departments together in the building and making them equally attractive to the visitor is calculated to induce confidence that the service department is on an equally high level with the selling side. This is a point that so many dealers overlook, when they establish expensive ornamental salesrooms and put the service department down a dirty alley.

A PARTS stock valued at \$60,000 is maintained, and as repair jobs come in sometimes as many as 65 a day—there are 1000 Dodge Brothers and Graham trucks and more than 4000 Dodge Brothers passenger cars in Cincinnati—and there is a fair demand for spares over the counter, the stock is turned over with reasonable regularity.

Another feature of the Mason Towle

service that appeals to the truck users is the flat-rate system of repairing. This system has, of course, its drawbacks, but in this case many of them are limited because the company keeps in such close touch with its users that the vehicles are maintained in the best possible condition for the longest possible time.

This general level of excellence insures that the man who keeps his machine in good order does not have to pay for extra work on the vehicle which has been neglected. Anyway Mr. Pennington does find that the customers appreciate knowing beforehand exactly what a job is going to cost them, and the risk of disputes and dissatisfaction is greatly minimized.

Such, briefly told, is the policy and the method of the Mason Towle Co. in selling commercial cars. Possibly they could

increase their sales, for a time, by peddling the trucks without regard for the requirements or best interest of the buyers. But the ideal they have ever before them is a continual healthy expansion along sound business lines. They expend so much time and energy in selling themselves and their product to their customers, and the only way in which they can get a 100 per cent return on that expenditure is to eliminate the necessity of selling themselves again when the time comes for another sale. In other words they make their customers with the idea of keeping them as customers and friends who will still maintain that relationship twelve months or five years hence.

The handsome building this concern now occupies is a monument to their fourteen years common-sense trading.

Separate Departments for New and Used Trucks

*Missouri Dealer Puts as Much
Effort Into Used-Truck Business
as He Does Into New Truck Sales*

**Sales Area Districted for Salesmen; No Demonstrations
Given for Past Ten Years**

S EVENTEEN years of selling motor trucks at a profit has convinced Estel Scott, proprietor of the General Motors Truck Co. of Kansas City, Mo., that the only way to deal with the used truck is to handle it as an entirely separate proposition from the new vehicle sales.

In accordance with this policy he maintains a used truck department, where second-hand vehicles are appraised without reference to the new truck sales department. Every trade-in proposition is valued by the used car man, and a sum sufficient to cover the cost of putting the vehicle in good condition and appearance is deducted from this amount. This is passed to the new sales department as the trade offer which is never to be deviated from.

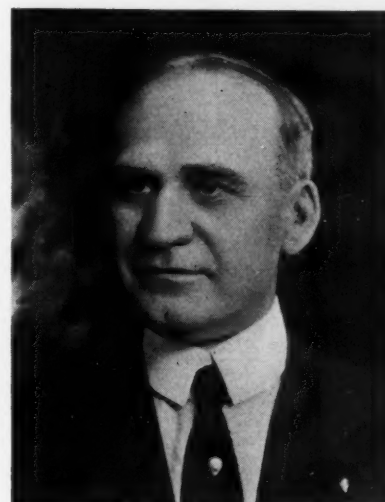
All trade-ins accepted under this plan are handed over to the appraiser who in turn sells them on commission. It is therefore obvious that if the used car department is to turn its stock over fairly rapidly, the assessments will have to be reasonably low, and the appraiser is careful not to exceed a common-sense figure at which he can turn the vehicle over to his own profit.

All vehicles taken in trade are carefully

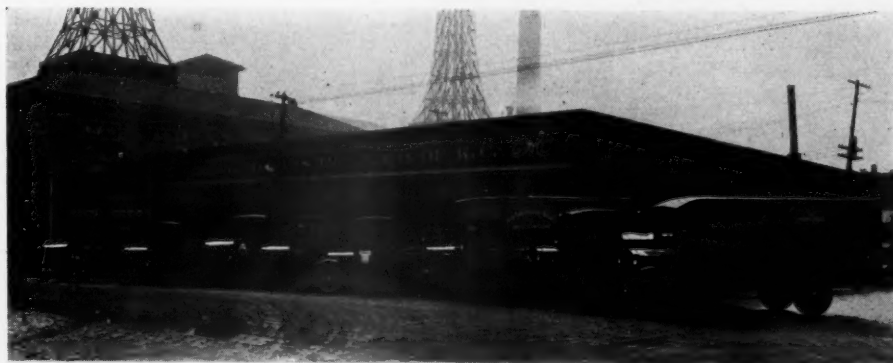
examined, and put into good working condition and appearance. They are then displayed in a garage building as one of the picture shows. By displaying them in this manner the salesman is able to show prospects all of the vehicles with a minimum of inconvenience. The vehicles are freshly painted and look smart and attractive. Where buyers will rarely enter a new truck salesroom, the purchaser of a used truck likes to spend some time looking

his prospective "buy" over. Most of the used vehicles are sold on the same terms as the new machines, which is one-third down and the balance over twelve months.

One very satisfactory feature of this business is that during his 17 years' trading, Mr. Scott has not yet had to re-

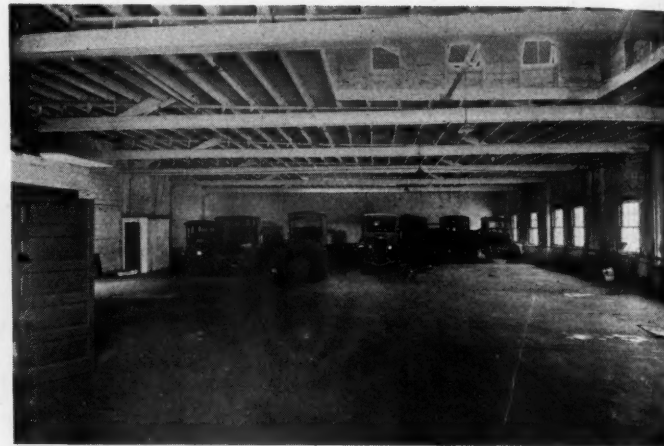


Estel Scott
Proprietor the General Motors Truck Co.,
Kansas City, Mo.



Used Trucks Are Properly Displayed for the Benefit of the Buyer

This policy has established Mason Towle Co. as the most important particulars are itemized, is largely responsible for the success of the company, and is offered most suited for any particular work.



Left: Exterior of the Sales Rooms of the General Motor Truck Company. Right: The Handsome Service Station of the GMC dealer. The Upper Floor Carries the \$120,000 Worth of Spares

possess a vehicle. This he maintains is due to his careful analysis of the prospect before the purchase. He does not want owners who are not likely to make good, and he is careful to impress this on his salesmen. They are urged to investigate the possibilities of profit in the use to which the vehicle will be put and advise the prospect accordingly, for when a bad sale is made it is usually largely the fault of the salesman.

Doing business along these lines has proved a profitable course for the company. It has given them a standing in financial circles that usually look askance at suggestions of credit for motor truck merchandising. This is a factor that so many dealers overlook in the race for sales. Common sense trading—no deal without the full legitimate profit—is the sole basis for the establishment of credit relations in a worth-while way. Sound trading means the careful choosing of risks and the refusal of business where the securing of the proper profits or the final outcome are questionable.

To preserve profits, overheads must be kept at a minimum. Accordingly Mr. Scott abolishes the unnecessary overhead

item of demonstrations. He has in fact not demonstrated a commercial vehicle in ten years. Where such a demonstration is suggested by the prospect, the salesmen point out the waste of time and expense involved, which is all reflected in the price of the vehicle. At the present stage of development any motor truck of reputable make is reliable and will perform all that is expected of it, within reason. The important factors are the cost of operation and maintenance, and a demonstration proves neither.

Seven salesmen operate in Kansas City, and four in the field. Two of the latter are in Kansas, one in Western Mississippi, and one in Oklahoma. These cover districts not handled by the sub-dealers, and on occasion under special circumstances put through deals in the reserved areas, in which cases part of the commission is handed to the dealer concerned.

How to Proportion Districts

KANSAS CITY itself is divided into areas according to the number of trucks owned and each salesman is allotted one of these districts. This has been found to be the fairest method of ap-

portioning the territory, as the trucks in use already form a more or less reliable guide to the prospects of that district.

All the salesmen have been trained in the company, and Mr. Scott claims that the first essentials are sincerity and honesty. Determination is another vital characteristic, but, as Mr. Scott points out, this is useless if you cannot convince your prospect that you really believe in what you are selling and are sticking to the facts of the case. Lying and misrepresentation he thinks are the biggest single cause of lost orders.

Behind the sales organization is a capable service department, which is a big attraction to the prospective purchaser. No less than \$120,000 worth of parts are carried, and these include complete units as well as their components. In cases of badly damaged units a new one can obviously be substituted without having to assemble the parts. This saves the user both time and expense and is accordingly appreciated. When an old GMC truck is bought in, unless it is in first-class condition it is stripped down and the better parts put into stock. As a result of this policy the stock of spares is one of the most complete in existence, covering this make of truck for many years.

In buying the truck the purchaser is aided considerably by being able to examine a complete range of bodies for the various capacity trucks. These bodies are displayed in a special showroom which also contains a number of chassis for stock delivery. These bodies are bought in car-load lots, of the sizes and types required. Painting of these and of the chassis is contracted out, otherwise the body-fitting and all repair work is carried out at the special service station which the company built less than two city blocks away from the main premises.



Making Phenix Cheese a By-Word of the Home

This body built by A. J. Diefenderfer Corp. is designed to serve two purposes; carry the merchandise and advertise the product. It is built in proportion to a five pound package of Phenix American Club Cheese. The box on top represents Cream Cheese.

The Bosch Ignition System for Fords, known as "Type 600," has been entirely redesigned, and many improvements incorporated. The system, as now offered to the trade, has so many changes that it virtually constitutes an entirely new system.

New GMC Models Featured by Four-Wheel Brakes

FOUR-WHEEL brakes have been adopted as standard equipment on two new lines of trucks of the General Motors Truck Company, Pontiac, Mich. In addition to this outstanding feature, pneumatic cord tires also are regular equipment. This combination permits higher road speeds.

Liberal use of pressed steel has and the installation of rubber insulators at the engine supports have reduced vibration. The complete chassis of the larger unit which has a load capacity of $1\frac{1}{2}$ tons, weighs 3643 lbs. with a body allowance of 1200 lbs. The smaller or 1 ton chassis weighs 3433 lbs. and has a body allowance of 900 lbs. model K-32, the $1\frac{1}{2}$ ton job has a wheelbase of 154 in. while model K-17, the 1 ton chassis, is 136 in. long between the axles.

The smaller chassis has a final ratio of 6.1 to 1 as against 7.125 to 1 for the heavier job providing a maximum governed speed of 30 m. p. h. and to 25 m. p. h. respectively.

From the service angle, these two new chassis are of unusual interest due to the interchangeability of major parts ordinarily requiring service work.

In view of the similarity of the mechanical units, these will be described first, after which a discussion of the specific characteristics of each model will follow. Readily replaceable inserted cylinder sleeves are continued in the new 4-cylinder L-head, 3 9/16 x 6 in. engine. At the normal governed speed which is 1810 r. p. m., the output is 37 h. p.

Rigidity of structure is obtained by carrying the block down to a plane well below that of the crankshaft center line.

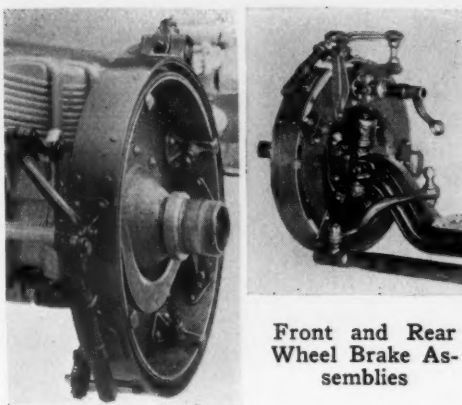
Valve tappets are mounted in groups of four in detachable carriers. High cylinder wall temperatures which are conducive to fuel economy and reduction of crankcase dilution are maintained by introducing the cooling water into the upper part of the jacket. Therefore the lower portion of the water jacket is under thermo-syphon conditions while the upper is subject to pump circulation.

Ignition is by an Eisemann magneto, which is driven through a flexible coupling at the rear end of the generator shaft. This unit and the starting motor are both made by Remy and are located at the left side of the power plant.

Full pressure lubrication is utilized throughout the engine.

One of the most novel features of the engine assembly is the method of suspension. The provisions for three-point support are conventional. However, the front or trunnion mounting is modified by an intermediate rubber ring. No metallic contact is made at the front and at the two rear supports, rubber pads are carried in pressed steel saddles which are riveted to the side members of the frame.

Unit power plant construction is used and the bell housing completely encloses



Front and Rear Wheel Brake Assemblies

a multiple disk clutch. The conventional three speed and reverse gearbox with levers installed at the center position is used.

Double yoke universal joints with hemispherical metallic enclosures are used at both ends of the tubular propeller shaft. The same tubular propeller shaft is used on both models but the K-32 or $1\frac{1}{2}$ ton chassis has a short intermediate shaft just back of the gearbox and an intermediate universal joint which is suspended from a cross-member forming a conventional three joint construction. In the 1-ton chassis the propeller shaft joins the rear end of the gearbox and the axle.

Another innovation is the pressed steel banjo rear axle which has a large inspection and service opening at the rear closed by a light pressed steel cover. The differential is mounted in a carrier which bolts on the forward face of the banjo. Pinion shaft, differential and wheels are all mounted on ball bearings in a three-quarter floating construction.

The rear brakes are supported by a stamped steel disk which is riveted in with the wheel bearing extension. The construction of the external brakes, identical for all four wheels, is substantially the conventional external contracting type. The actuating levers and adjusting sleeves for the rear brakes are located back of the axle and therefore are accessible for adjustment. The external brake operating shaft is paralleled by a similar shaft for the internal brakes and both are supported in a common bracket at the inner ends.

A continuous steel band replaces the usual expanding shoes in the internal brake. The free ends of the band are actuated by a toggle mechanism which in turn is controlled by a long curve and link that avoids the hub and connects with the operating lever at the back of the carrier. As in the external brakes, copper asbestos lining is riveted to the internal bands.

Front brakes are operated by the usual universal shaft which is swiveled in a ball joint at the frame channel and connected to the operating lever on the carrier by a block and trunnion universal joint which is in approximate alignment with the inclined king pin center.

The radius rods only locate the axle but do not carry any of the torque reaction which is taken by the springs although they are shackled at both ends.

The front axle is the conventional drop-forged I-section. Springs are overmounted and the middle section of the axle is given a decided drop although there is liberal ground clearance under both front and rear axles.

Steering is by a worm and split nut gear.

The fin and tube radiator with separate shell is identical on both models.

Dash, toe board and foot board are part of the chassis equipment. All of the switches, instruments and choke control are installed in a common enameled box which is placed at the middle of the dash.

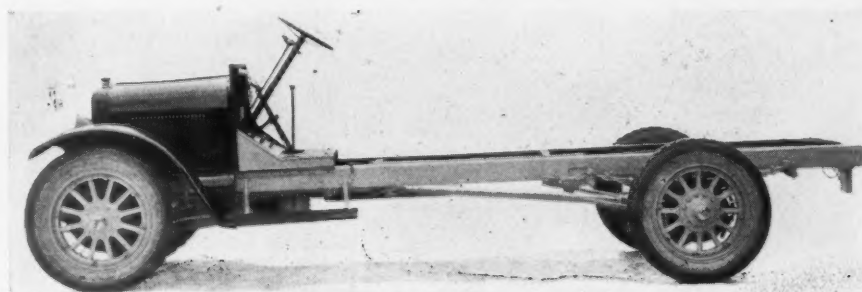
On the K-32 chassis, the body allowance back of the seat is 136 in. Tires are 36 x 6 non-skid cords all around and a 7.125 reduction is used at the spiral bevel gears in the rear axle. The wheelbase is 154 in.

In the K-17 model the frame allowance back of the seat is 102 in. Tires for this chassis are 34 x 5 non-skid cords all around although 36 x 6 tires fit the same rims. The gear reduction at the rear axle for the smaller model is 6.1 to 1.

Spring eyes are bronze bushed and no center bolts are used. Spring clips are alloy steel as are the spring leaves and the rear springs are mounted in free shackles at both ends.

Gas tanks of 15 gal. capacity are located under the seats of both models.

Standard equipment includes head and tail lamps, the former having auxiliary dimmer bulbs. Self-lubricating bushings are used at all required points in the brake control system and all necessary lubrication points on the chassis are supplied with pressure gun fittings. Tool equipment is unusually complete.



General Motors Brings Out Two New Four-Wheel-Brake Equipped Models

New Gramm & Kincaid Line of Trucks

ON account of the long experience and well-known reputation of B. A. Gramm in the motor truck industry, much has been expected from the new designs that he has been working on for a long time. The idea of these new designs was first developed by B. A. Gramm in 1916 during the difficulties encountered on the border when the United States army was depending on motor truck transportation at that point, and where the fifty-seven different varieties of motor trucks with the attendant service troubles was so pronounced. Officials at Washington and fellow members of the Society of Automotive Engineers were interested at this time in his standardization plan.

This standardization plan has been continuously worked on ever since, and Mr. Gramm has never ceased in his efforts among parts makers and unit makers throughout the country. He is now carrying this plan forward through the efforts of Willard J. Gramm, who is Chief Engineer of the new Gramm & Kincaid Motors, Inc. The new ideas and designs have been developed until the present models were completely finished. There are many features that have never been carried out before in motor truck construction.

It is a well known fact that the comfort of the driver, as well as the proper carrying of the load, are of considerable importance, particularly so, because in a great many businesses the driver is also the salesman, and to have a truck ride comfortably, no matter whether they have a light load or an overload, has been one of the industry's problems. In co-operation with some of the best spring engineers in the country, Mr. Gramm has

evolved a spring design permanently perfecting the Hotchkiss drive, as it answers the last question any opponents of that drive may have because it does away with any need of a torsion tube or support to the rear axle.

Motor vibration has been eliminated by mounting the front and rear on special rubber cushions held in position by a bolt and coil spring. This has eliminated not only all vibration to the steering wheel, but the little rattles and noises that are so irritating.

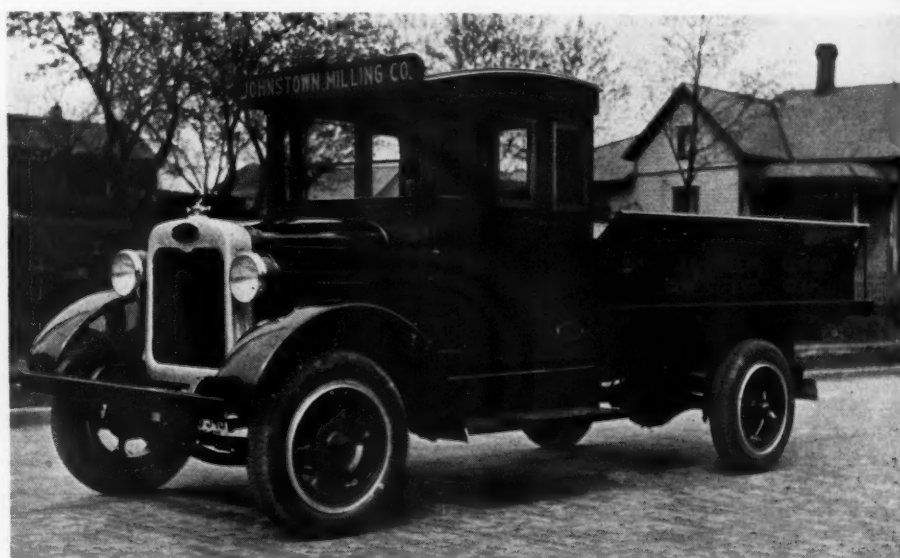
Owing to the good roads a new era in motor transportation has set in to the end that the new designs are being worked out with increased payload without any increase in the dead weight of the chassis.

The 1, 2 and 2½ ton designs are all worked from one standardized basis. It means less investment on the part of the dealer and a lower cost on the part of the manufacturer, consequently a lower selling price to the consumer.

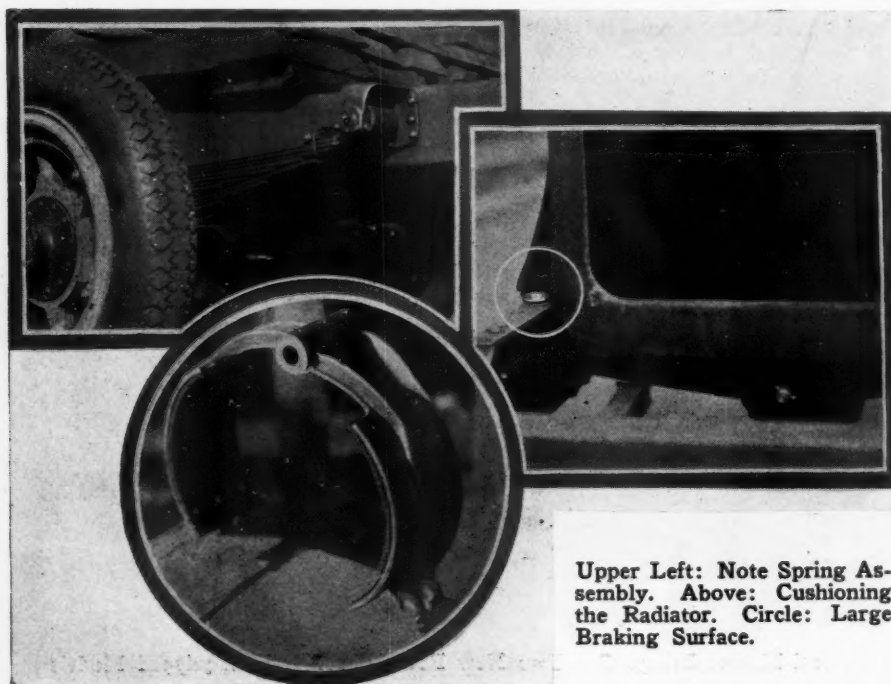
These trucks are all built so that they are easily converted into either a 4 or 6 cylinder truck with very little extra cost, that being the exact difference in the cost of the motor.

Particular attention should be given to the new springs that have been brought out in these designs. On even the 1 ton the springs are 3 inches in width with the two main leaves wrapped clear around, the eyes all bushed and the action under light loads, full loads and overloads is very effective.

The entire line, which comprises five models 1, 2, 2½, 3 and 4-ton capacities, are all built on the standardized interchangeable principle. This principle conforms with the universal



One of the Recently Announced Gramm-Kincaid Models Ready for the Road



Upper Left: Note Spring Assembly. Above: Cushioning the Radiator. Circle: Large Braking Surface.

tendency over the entire country toward standardization, which, it is pointed out, will result in a better product at a lower cost and solve many of the service problems. What progress actually has been achieved by Gramm & Kincaid Motors, Inc., in this respect can readily be determined by studying the specifications of the various models shown in the tabular section of this issue of Commercial Car Journal. As will be noted, there is a considerable reduction in multiplicity of parts. To properly service the models the dealer is not compelled to sink a large investment in the carrying of excessive parts. The units and construction are all the same, differing only in that heavier construction is employed to meet the requirements of the larger capacities. The three lighter models are offered in three wheelbases at the option of the purchaser and in two wheelbases for the two heavier models.

Standard equipment includes a set of tools, jacks, hand tire pump, extra rim, Alemite gun, and oil can in holder on dash under hood.



The Most Resilient All-Metal Truck Wheel

BETHLEHEM Rolled Steel Truck Wheels possess service qualities that distinguish them from all other all-metal truck wheels. These qualities appear in the better and more economical service that the truck gives.

From a series of Laboratory Strength-Tests recently conducted by the U. S. Bureau of Standards on six different types of truck wheels, the conclusion arrived at was:

"The I-beam type of wheel was the strongest and most resilient metal wheel tested."

Bethlehem Rolled Steel Truck Wheels are made from rolled steel which surpasses in adaptability any other known material for this purpose, because it combines resiliency and lighter weight with great mechanical strength. Rolled steel I-beams are punched and bent to shape and the spokes brought together at the hub in such a manner that the spoke and rim construction insures a secure bond throughout the whole wheel. The result is a high-grade, one-piece, resilient, all-steel wheel.

Send for our catalog showing improved designs of truck wheels.

WE manufacture and carry in stock Bethlehem Rolled Steel Truck Wheels for 2, 2½, 3½, 5 and 7 ton trucks, made for Timken axles and using solid tires. These have the hubs of front and rear wheels equipped with Timken bearing cups. Rear wheels are assembled with Timken brake drums, and front wheels are furnished with hub caps. Wheels are shipped ready to receive tires and be installed on the truck.

Any other hub cores and brake drums can be made to truck makers' specification and assembled with the wheel when desired.

BETHLEHEM STEEL COMPANY, GENERAL OFFICES: BETHLEHEM, PA.

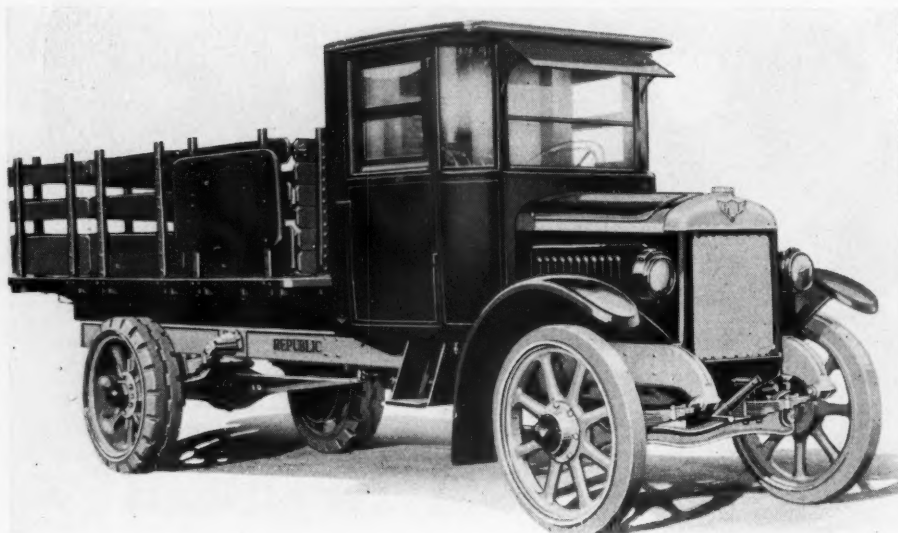
Sales Offices in the following cities:

New York	Boston	Philadelphia	Washington	Pittsburgh	Detroit	St. Louis
Baltimore	Atlanta	Cleveland	Cincinnati	Buffalo	Chicago	San Francisco

BETHLEHEM

Rolled Steel Truck Wheels

New Republic Replete With Improvements



Newly Announced 3-Ton Republic Model Completely Equipped With Body

THE policy of continually improving its product to insure greatest operating efficiency at lowest per ton mile cost, has resulted in the Republic Motor Truck Co., Inc., Alma, Mich., bringing out a new 3-ton model.

One of the striking developments of the new model is the newly designed radiator. There is an increased frontal area of approximately 60 square inches. The polished aluminum tank top, surmounted by a heavy Republic shield, together with the addition of a lower tank skirt, lends an impressive appearance to the entire truck. In addition the lower tank skirt affords cold weather protection to the lower water outlet.

Another improvement is the new type, clear-vision cab. It is roomy and comfortable, with ample leg room for operating the brake and clutch pedals. The wide glasses and narrow posts insure maximum vision. The driver's seat is divided so that the gasoline tank can be filled without removing the seat, the gas filler spout extending up between the two sections of cushions. The tool compartment is located underneath the seat with the door opening out on the right hand side. Close fitting joints make the cab weather-proof. There are sliding storm curtains in the door. Wide doors provide easy entrance and exit. A sun visor protects the eyes against sun glare. A special spring mounting relieves stresses set up by frame flexing.

The depth of the frame has been increased, adding to the strength of the entire chassis. The front cross member is removable.

Thirty-six by five in. front tires and 36 x 10 in. rear tires are standard equipment. Heavier, longer, wider springs, and larger eyes with replaceable bushings have been

adopted. There is a tie bar between the rear spring rear brackets. This tie bar does not replace the shackle bolt, as in the conventional type of construction, but permits the standard high carbon heat treated bolts to be used for shackle action.

The new steering gear is a recently developed truck type with proper gear ratio in the screw to afford easy steering. There are ample bearing surfaces throughout. The steering gear can be removed easily because of the convenient location of the frame bracket below the frame and its simple construction.

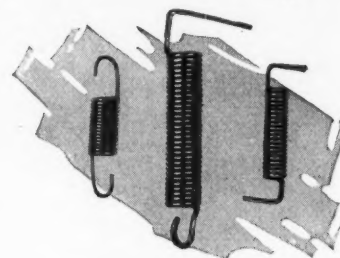
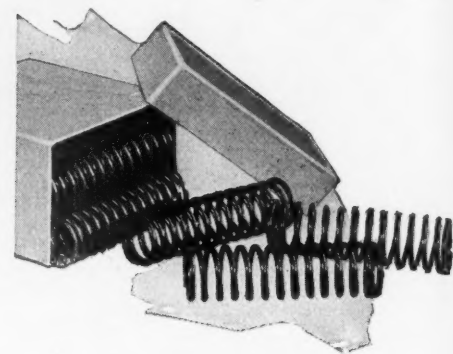
The service brake is mounted on the front propeller shaft at the center bearing support. It consists of a single laminated drum with two wide shoes

mounted on a tubular member, especially designed for frequent application without excessive wear or over-heating.

Pressure feed lubrication to all working parts of the motor insures long life and maximum motor efficiency. The wheelbase of the new model is 165 in. with 156 and 185 in. available.

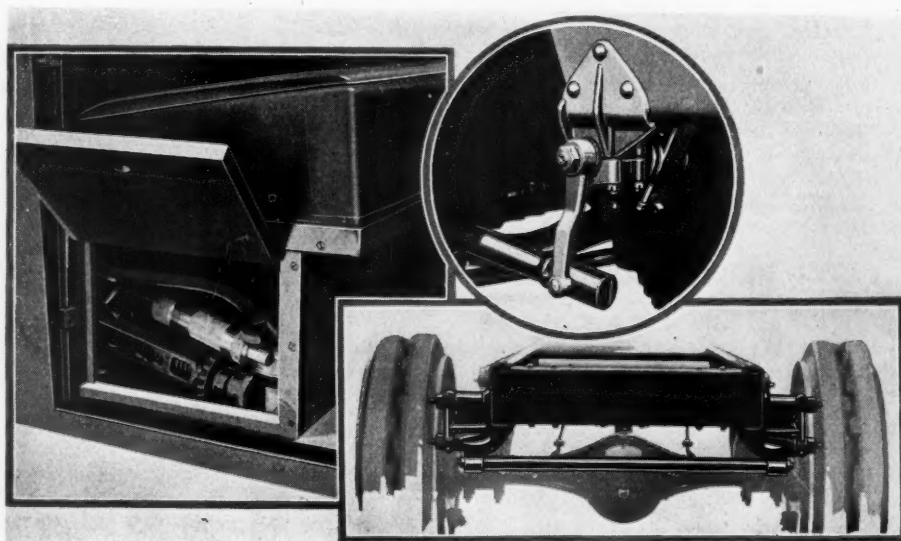
G-H Spring Products

Replacement springs to fit all leading makes of trucks and passenger cars are offered by the G-H Tension Ring Co., Inc., 8 E. Mt. Royal Ave., Baltimore, Md., in convenient boxes. Each box contains one dozen of one size. Another product



G-H Quick Action Springs

of this company are the G-H brake springs for replacement service. They are made in various sizes to suit all requirements, and the ends are finished in a manner to permit quick and easy installation. They are packed twenty-five to a box.



Tool Compartment Opening From the Side, Convenient Location of Steering Gear on Frame and Rear View of Spring Hangers and Rigid Tie Rod on the New Republic Chassis



Bumps? Laugh 'em Off!

BUMP—bump—bump—*bump*! The bumps are here, there and everywhere And every bump sends a shock up the steering column to tire the man at the wheel—or jerks it from his hands wearisome hazardous! But not with the Ross Cam and Lever Steering Gear. Then the shock is *checked* and the wheel “stays put”. Ross steering assures new ease, safety and control.

ROSS GEAR AND TOOL COMPANY, 760 Heath Street, Lafayette, Indiana

ROSS
CAM and LEVER  **STEERING GEARS**
 EASIER STEERING LESS ROAD SHOCK

Low Cost of Operation Feature of New Masters

EXTRAORDINARY low fuel cost, very even torque, absence of vibration, and an unusually accessible engine are the four big appeals of the two new Master truck models. These chassis are fitted with the Jackson oil engine which burns fuel costing $7\frac{1}{2}$ to $8\frac{1}{2}$ cents a gallon, besides giving it is claimed a fifty per cent greater mileage than many engines of a similar capacity running on gasoline.

Of the two new models, one, number 45, is rated at $2\frac{1}{2}$ to 3 tons, and the other, number 55, at $3\frac{1}{2}$ to 4 tons. The same engine is used in both, and they are listed at \$3,500 for the smaller, and \$4,600 for the larger model. These are of the same capacities as the Models 41 and 51 and bring the Master line up to seven models, ranging up from $1\frac{1}{2}$ tons to 6 tons capacity.

Following on their recent merger with the Petroleum Motors Corp., the Master Motor Truck Mfg. Co., of Chicago, are to feature the two new models for the present year, and results so far have been exceedingly gratifying to the manufacturers.

In the new engine all main and connecting rod bearings are lubricated under pressure by a gear-type pump. Cooling

former for instance has an 8-inch channel frame while No. 45 has a 7-inch frame. Then too the heavier chassis has cast steel wheels carrying 36 x 5 in. solid tires at the front and 40 x 12 in. solids at the rear, whereas the Model 45 has artillery type hickory wheels with 36 x 6 in. and 36 x 10 in. tires front and rear respectively.

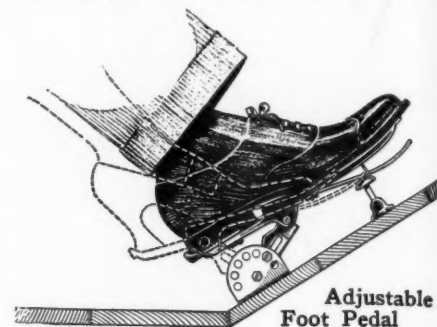
The wheelbase of Model 55 is 158 inches, 170 in. or 190 in. according to requirements. These give loading spaces of 148 in., 160 in., and 184 in., respectively. Model 45, on the other hand, may have a 154 in. wheelbase, which is standard, or one of 170 in. In the first case the length behind the driver's seat is 135 in. and in the second 154 in.

The chassis weights are 5400 lbs. for Model 45 and 8500 lbs. for 55.

Adams Foot Accelerator

Adams Manufacturing Co., 591 North Chambers St., Galesburg, Ill., is marketing a foot accelerator that is designed to fit any make passenger or commercial vehicle and length of leg. It consists of few parts, is self-contained, is adjustable and has no mechanical complications to get out of order. The pedal is designed to

give comfort to the driver, prevent accidental pressure, etc. Price, \$3.50.



Adjustable Foot Pedal

United States 2-Ton Automatic Dump Truck

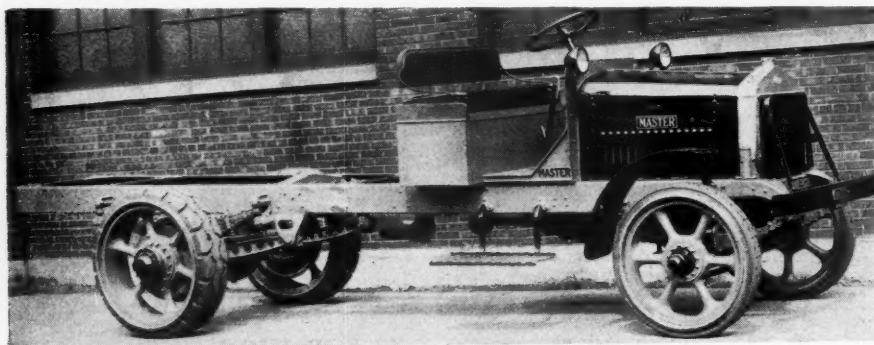
The United States Motor Truck Co., Cincinnati, recently brought into production a new 2-ton 113 in. wheelbase Automatic Dump Truck. This truck was designed for light duty service for road contractors, coal dealers and building supply companies. Where short turning and quick action are necessary this model with its short wheelbase is especially adapted.

Patents have been applied for on an automatic dump feature which characterizes the model and which is unusually simple in operation. Releasing a tripper handle serves to dump the load after the dumping angle of 45 degrees is reached. Specially designed rockers, which are so placed that after the latch tripper is released, the load starts back quickly, serve to accomplish the dumping.

The highest point is limited by so-called stiff legs which are fastened to the chassis through heavy springs which lessen the dumping shock. These stiff legs also serve to keep the body in dumping position until returned by movement of crank handle. This handle turns through an arc equivalent to one-third of a circle and is so designed that the strength needed to return the body to position is only slight.

When the body is brought back to its normal loading position, a latch at the front end is automatically caught by a tripper, locking the body in place. The tail gate automatically locks and unlocks.

The new model lists at \$3150 complete, with either solid or pneumatic tires.



Chassis View of the New Oil-Engine Master

water is pump circulated through a spring mounted radiator which has a detachable tubular core. Ignition is provided by Splitdorf high-tension magneto, while a Stromberg carburetor is standard equipment.

A Fuller ten-speed over or under drive clutch transmits the power to a Fuller gearset which provides four forward and one reverse speeds. The Ross steering gear has a 22-inch wheel and carries the spark and throttle controls. Both axles are Timkens, the rear being a worm-drive, fully floating, and this carries the duplex internal expanding brakes.

Normal type semi-elliptic springs of good length are used, their action being controlled by adjustable radius rods with flexible mountings.

It is of course understood that where called for the units on Model 55 are heavier than those on Model 45. The



U. S. Two-Ton Automatic Dump Truck

All Chevrolet Models Improved

THE commercial chassis of the Chevrolet Motor Car Company are now being delivered with improved mechanical units. The commercial chassis which lists at \$425, practically is the duplicate of the passenger car chassis, and is readily distinguished from the older model by the change from cantilever to semi-elliptic springs. The utility express truck chassis of 1-ton capacity which lists at \$550 continues the cantilever springs at the front end with semi-elliptics at the rear. Where the commercial chassis has the new pressed steel banjo rear axle, the larger chassis, due to its greater load capacity, retains the heavier cast axle of its predecessor.

Outstanding among the detail changes which have been throughout the mechanism are the change from open fly-wheel arrangement to bell housing construction, a new single plate clutch in place of the former cone type and in the smaller chassis, the pressed steel banjo rear axle with heavier spiral bevel gears and complete ball bearing equipment, which replaces the former built-up construction. Rocker arms are enclosed and provided with improved lubrication facilities. In the smaller chassis, a conventional steering gear with fore-and-aft drag link has superseded the cross link arrangement which is retained in the 1-ton chassis.

With the change to semi-elliptic springs in the commercial chassis, the frame has been given a kick-up over the rear axle. Both front and rear springs are shackled at the rear end.

Compensation for wear is one of the features of the new single disk clutch. Therefore the necessity for pedal adjustment is practically eliminated.

In place of the older wishbone construction for the support of the gear case, a unit power plant layout involving an enclosed bell housing has been substituted. The Remy starting motor is located in the upper cast iron member by a barrel mounting.

Greater silence and better lubrication are obtained by the rocker arm covers which are pressed steel. The cheeks of the crankshaft have been made much heavier and now are of cross shaped section. This with the increase of $\frac{1}{8}$ in.

in diagram of crankpins has increased the torsional strength of the shaft greatly. In addition to these changes at the crankshaft, the projected area of the center main bearing has been increased by about 20% and bronze-backed, babbitt-lined bearing is used at this point. This bearing is pressure lubricated by a copper tube oil line leading directly from the oil pump which is mounted on the rear end of the generator.

Valves are made of heat resisting alloy steel in place of the former cast iron head construction. Distribution of the incoming mixture is improved by tubular pressed steel units which are placed in the intake valve ports. Each of these tubes has an inner member which is rolled up on itself to resemble a nest of tubes of small diameter.

The commercial chassis has a wheel-

base of 103 in., while that of the 1-ton truck is 120 in. Due to the greater wheel-base and greater load capacity, the larger job has a pressed steel channel frame of 5 in. depth, $\frac{3}{16}$ in. thickness and $1\frac{3}{4}$ in. flange width. Tires of $30 \times 3\frac{1}{2}$ in dimension are mounted all around on the commercial chassis and on the front end of the 1-ton truck chassis and $34 \times 4\frac{1}{2}$ in. tires are used on the rear axle of the latter. This chassis has a rear axle gear reduction of 6.33 to 1 with the option of 5.43 to 1 where the loads are light and greater speed is desired.

Chassis lubrication is by the Alemite system and the pressure gun is included in the tool equipment. Full electric equipment, speedometer, oil pressure gauge and hood, front fenders and running board as well as the dash and toe board are included with the standard chassis. With gas, oil and water, the smaller chassis weighs 1,550 lb. and the larger, 1,950 lbs. The overall length of the smaller chassis is 149 in. and that of the larger is 172 in.

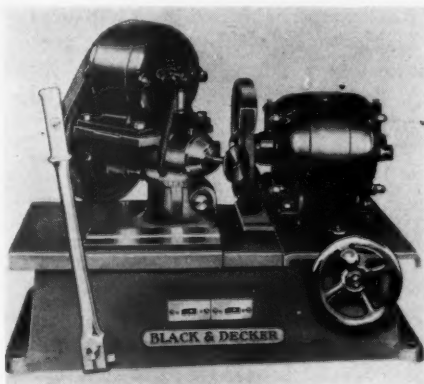
Two-Motored Valve Refacer

The Black & Decker Mfg. Co., Towson, Maryland just begun deliveries on the new Black & Decker Valve Refacer.

One of the features of this machine is the fact that it is operated with two electric motors instead of one. This design has been followed because the two motors have to do radically different work and operate at different speeds. One of them drives the grinding wheel at 3450 r. p. m. and the other operates the work spindle through a gear reduction giving the final

speed of 430 r. p. m. The use of two motors in this machine does away with the use of belts or flexible shafts. The valve is held by means of a collet and three of these, $\frac{5}{16}$ in., $\frac{3}{8}$ in., $\frac{7}{16}$ in., are furnished as standard equipment with the machine. These three sizes will take care of 90 per cent of all valve grinding work.

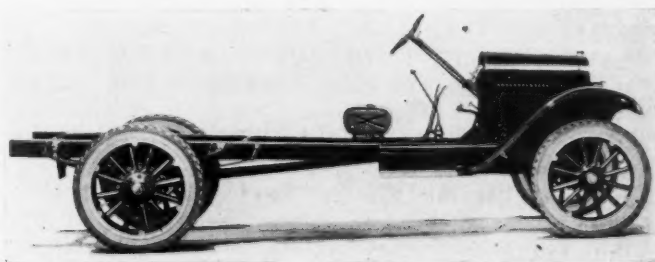
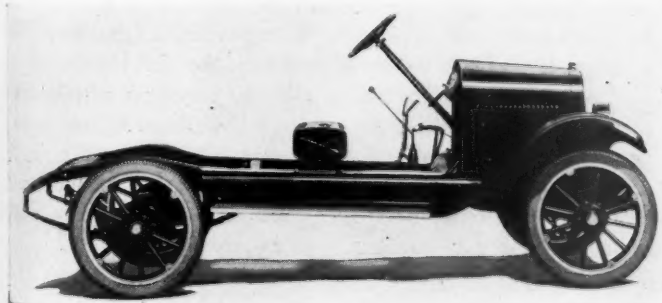
Among the other features embodied in this new valve refacer is the three-point support. This support insures the machine resting solid regardless of where it is mounted. The work carriage and the cross head are also mounted on three-point supports with springs holding them on the V-ways automatically taking up any wear. The base of the machine is made very heavy and it is designed with several heavy braces to prevent any distortion.



New Black & Decker Valve Refacer

Armature Rewinding Prices Reduced

Armature rewinding prices have recently been reduced by the U. S. Auto Supply Co. of Chicago. These prices are now quoted net to the dealer instead of at the retail list from which a discount is allowed, as formerly. This company carries a stock of between 8,000 and 12,000 rewound armatures of all kinds for quick exchange.



The New Chevrolet Commercial Chassis Lists at \$425 and the Utility Express One-Ton Chassis at \$550



Pilgrim's Progress

HERE is an intimate inside account of just what the Pilgrim Laundry of Brooklyn did to build up their enormous business. It is a modern business romance, good reading for any man and particularly for those who sell trucks to laundries—the kind of story you don't get a chance to read often.

Here is the story. Note how they were able to carry out the idea of concentration and build business in a way that had never been done before. But let's get it direct from Mr. Charles F. Wark, Superintendent of Delivery of the Pilgrim Laundry. Says Mr. Wark:

"When we put in Electric trucks we were led to expect economy. Although we got all the economy we expected, and more too, we found the Electrics developed another and deeper value along an unexpected line.

"As soon as we put in the first Ward Electrics, we noticed the drivers returning earlier. Naturally we set about building up their routes to give them full days' work.

"Here's what happened. Our experiences with Ward Electrics on delivery work showed us the value of concentrating our efforts instead of scattering them. By intensive work we got as many as 57 customers to one block.

"AS A RESULT WE HAVE INCREASED AVERAGE RECEIPTS FROM EACH ROUTE FROM \$200 TO \$560.

"AND WE CUT DELIVERY COSTS FROM 25% OF GROSS TO 18%, THAT MEANS THAT SEVEN CENTS OF EVERY DOLLAR RECEIVED NOW GOES INTO PROFITS, WHEN IT USED TO BE WASTED IN DELIVERY."

It's cases like this that are causing firms everywhere to install fleets of Ward Electrics.

But to allow Mr. Wark to continue: "And our salesmanship is far better. By hiring salesmen and not drivers, we get more intelligent, more responsible men,

How the Pilgrim Steam Laundry, Brooklyn, increased its receipts per route, from \$200 to \$560 a week at the same time cutting delivery costs from 25% of gross to 18%.

with pride in their work. They are not mechanics, nor hostlers, but salesmen. 'Driving,' instead of being their job, is a mere detail. And they're satisfied because they're making much more money—commission and bonus.

"As to economy—the current averages \$9.12 a vehicle per month. Average maintenance cost per truck is \$20.39 per month, only \$2.58 being paid for service parts.

"Electrics take less space. Part of our stable is now used for production.

Insurance Saved

"If I may, I'd like to mention the item of insurance. The Ward Electrics are so safe, and the drivers so safe and high-class, that the risk is very small. We started self-insurance, paying into a reserve the amount that insurance would cost. At the end of 3½ years we had accumulated enough in our insurance reserve to purchase 10 more Wards."

Pilgrim Laundry is consistent. They just bought 16 more Ward Electrics, bringing the fleet of Wards up to 46 as against 4 gas (all of Pilgrim's business is within city limits) trucks and *no horses*. The gas trucks are used for relaying fresh loads to the Electrics on the city routes.

A wise dealer thinks twice when he reads an article like this. Probably you'll want to do a little figuring on what you could do with Ward Electrics. All right. We have no desire to shove trucks at you. But we do have a keen desire to put some facts into your hands and let you do some figuring for yourself. A request to Ward Motor Vehicle Company, Mt. Vernon, N. Y., will bring you the interesting information you desire and our new book: "Another Golden Opportunity."



EDITORIALS



Too Many Models

MANY manufacturers announce new models which in reality are not brand-new models but simply old models changed slightly or given a different rating. In other words, the new models are not radically different from the old models. In many cases they simply carry a new price. Of course, no objection can be raised against the policy of announcing new models, provided they are new.

But why announce new models simply to confuse the buyer and thereby make sales resistance much more difficult? It would be far better to refine the old model, make it less difficult to service and add improvements. We believe this in the long run would cut down production costs and do less to confuse the dealer. He is continually confronted with a lot of unnecessary duplication of parts which is also costly. Price reductions can only be obtained through cutting down unnecessary manufacturing costs, but the manufacturer who has the model craze in the truck business is only burdening his production department with a lot of uncalled-for duplication. Making slight changes here and there on the chassis sometimes is of distinct advantage. Sometimes, however, these changes cause more trouble than they are worth. Interchangeability of parts is recommended. But the duplication of parts that are near alike but differ perhaps only in bolt hole locations should be avoided. Some of the most successful manufacturers are those building the least number of models.

The Bus Body Business

UP to the present time the greater proportion of bus bodies have been sold by the body manufacturers direct to the users, but with the increasing volume of business this is becoming a costly method owing to the large number of accounts to be carried, and the necessity in some cases of making arrangements to finance the deals. Bus body builders are therefore beginning to look around for alternative methods of distribution.

Obviously the logical means of distribution is through the dealer who supplies the chassis, and there are signs that a number of body makers are contemplating making such arrangements. The

saving to the manufacturer by selling through the dealer should offset the dealers' discounts and keep the prices to the retail buyers at the normal level.

Standardization in design will eventually result in there being more local buying, because the bus operator will buy in the nearest market rather than pay freight on a special body made at some distance away, or the cost of sending the chassis to the body builders.

Builders therefore, to do any volume of business in areas remote from their shops will naturally have to make arrangements for bodies to be properly fitted to the chassis, and will have to insure a sufficient flow of bodies to any one point to justify the transportation cost. This can hardly be done under the present retailing methods.

Presuming that all the foregoing premises are correct, the dealer who supplies the chassis offers the best means of distribution. He can advise the buyer on the best type and size of vehicle to use, see that the body is properly installed, and where necessary take care of the financing.

The Dealer's Reputation

TO make a success of their business, motor truck dealers have two things to sell—the trucks and themselves. With particular force does this apply to dealer organizations in small towns and at a distance from the factory.

These dealers should always take the attitude that they are in business for themselves as well as for the manufacturers and that they intend to stay in business, whether the manufacturer does so or not. A truck buyer recently expressed the attitude of many of his brethren when he said to his dealer, "What make of truck I buy does not matter to me so much as the fact of having reliable service when I want it. I am buying from you because I know your rating, the length of time you have been in business, and the kind of service you are capable of giving." That buyer knows that if the manufacturer went out of business tomorrow he would still be looked after—and there are many more like him who know nothing of the internal policies of manufacturing and judge the product only by the concern that sells it.

Don't Miss the Automotive Maintenance Equipment Show at Detroit, May 20-23

News of the Trade

Jardine to Address Transport Meeting

Will Discuss Highway Commerce at Midwest Gathering

OUTLINING the place of the highways as avenues of commerce, Secretary of Agriculture William M. Jardine will address the Midwest Motor Transport Conference to be held in Chicago, May 27-28. His topic is "The Public and Highway Transport."

Considerable significance is being attached to Secretary Jardine's address by the motor, rail, electric and water line executives who are organizing this gathering, since both passenger and freight

travel over the highways has made very large strides in the past few years and the whole question of federal road development comes within the activities of the Department of Agriculture.

Secretary Jardine and the U. S. Bureau of Public Roads in his Department have been paying particular attention to the commercial relationship of highways to farm prosperity and general use by the public.

Several economic studies by the Bureau have already been published, others are underway, and it is believed that some new important facts resulting from these studies will be announced by the Secretary at the time of the conference.

Particular interest attaches to the Secretary's appearance at this meeting since

it will be one of the first of his general addresses since taking office, and since it will be given in a region where the questions of the distribution and transportation of agricultural products are especially live issues.

The farmers and the transportation groups have reached an impasse. The former feel that the cost of shipping is undoubtedly burdensome, and the latter think that the present rates represent a minimum margin of safe profit.

One of the purposes of this meeting is to discuss how terminal costs may be lowered, trucks economically employed for short haul, cost accounting introduced in the truck field to eliminate unfair competition, and co-ordinated plans developed to save time and expense.

CONVENTIONS

Alabama Automotive Trades Association—Midsummer meeting will be held July 20-21, 1925, at Tuscaloosa, Alabama.

American Society for Steel Treating—Annual convention will be held September 14, 1925, at Cleveland, Ohio.

American Electric Railway Association—44th annual convention will be held October 5 to 9, 1925, on Young's Million Dollar Pier, Atlantic City, N. Y.

Automobile Body Builders Association—5th annual Convention will be held June 1 to 4, 1925, in the Ballroom, Hotel Statler, Detroit, Mich. F. D. Mitchell, manager, 1819 Broadway, New York City.

Automotive Equipment Association—Summer Convention to be held June 22-27, 1925, at the Broadmoor Hotel, Colorado Springs, Colo.

Good Roads Convention—13th annual convention United States Good Roads Association, 9th annual convention Bankhead National Highway Association and United States Good Roads Show to be held in Houston, Texas, April 21-25, 1925.

Iowa Automotive Merchants Association, Inc.—7th annual convention will be held November 12 and 13, 1925, in the Fort Des Moines Hotel, Des Moines, Iowa. A. J. Knapp, secretary-manager, 514 Old Colony Bldg.

Iron and Steel Electrical Engineers—Annual convention and exposition will be held September 14 to 19, 1925, in Philadelphia, Pa.

Motor and Accessory Manufacturers Association—Fall convention, October 7 to 10, 1925, Montreal, Canada.

National Automobile Chamber of Commerce—Under the auspices of the Motor Transport Congress, May 26 and 27, Chicago, Ill.

National Automobile Dealers Association—Meeting June 19, 1925, City Club, Chicago, Ill.

National Automotive Convention—To be held in General Motors Bldg., Detroit, Mich., May 20-23, under the auspices of the N. A. C. C., M. A. M., S. A. E., A. E. A., Am. Elec. Assn. and A. M. A. Alvan Macauley, chairman of the Service Committee; Harry R. Cobleigh, secretary.

National Foreign Trade Council—12th annual National Foreign Trade Convention will be held June 24 to 26, 1925, at Seattle, Wash. James A. Farrell, chairman.

National Safety Council—14th annual congress will be held September 28 to October 3, 1925, in the Rainbow Room, Hotel Winton, Chicago, Ill. A. M. Smith, business manager, 168 N. Michigan Ave.

National Tire Dealers Association—Annual convention will be held November 17 to 19, 1925, in St. Louis, Mo. Chairman of arrangements, S. L. Chorlins, 3908 Washington Blvd., St. Louis.

North Carolina Tire Dealers Association—First convention will be held May 12, 1925, at Charlotte, N. C.

Ohio State Auto Association—Annual convention, June 19 and 20, 1925, Cedar Point, Ohio.

The National Hardware Association of the United States—14th annual meeting, May 15 and 16, Hotel Cleveland, Cleveland, Ohio.

Coming Events

George A. Fernley, secretary, 505 Arch St., Philadelphia, Pa.

United States Chamber of Commerce—13th annual meeting, May 20 to 22, 1925, Washington, D. C.

Washington Automotive Trades Association—Annual State convention, August 3 and 4, Everett, Wash.

SHOWS

Atlantic City, N. J., October 5 to 9, 1925—44th annual exhibition will be held on Young's Million Dollar Pier, under the direction of the American Electric Railway Association. Railway apparatus and devices of all kinds, buses, chassis, wagons and snow plow. Fred C. J. Dell, director of exhibits, 292 Madison Ave., New York City, N. Y.

Boston, Mass., October 10 to 17, 1925—World's Rubber and Tropical Exposition will be held at Mechanics Hall. Chester I. Campbell, manager.

Chicago, Ill., September 28 to October 3, 1925—14th annual exhibit will be held in the Rainbow Room, Hotel Winton, under the direction of the National Safety Council. Safety devices and traffic signals. A. M. Smith, business manager, 168 N. Michigan Ave.

Dallas, Texas, October 10 to 25, 1925—Annual show to be held in the State Fair Automobile Bldg., under direction of Dallas Automotive Trade Ass'n. J. H. Connell, Mgr.

Danbury, Conn., October 5 to 10, 1925—8th annual Fair will be held in the Danbury Fair Auto Bldg., (20,000 sq. ft.), under direction of the Danbury Agricultural Society. Passenger cars, trucks, tractors, accessories, etc. H. Lake, manager, West St.

Detroit, Mich., May 20 to 23, 1925—2nd annual Automotive Maintenance Equipment Show to be held in General Motors Bldg., under the auspices of the N. A. C. C., M. A. M. A., N. A. N. A., S. A. E., A. E. A., Am. Elec. Assn. and A. M. S. A. Miles, manager.

Detroit, Mich., June 2 to 4, 1925—4th annual exhibition of the Automobile Body Builders Association will be held in the Ballroom, Hotel Statler. Materials and parts entering into construction of automotive bodies. F. D. Mitchell, manager, 1819 Broadway, New York City.

Fresno, Cal., September 28 to October 3, 1925—15th annual show in connection with the Fresno District Fair, under the direction of the Fresno Motor Car Dealers Association. Passenger cars, trucks and accessories. Ray C. Wakefield, manager, 311 Powell Bldg.

Grand Rapids, Mich., September 7 to 12, 1925—7th annual show in connection with the West Michigan Fair, under the direction of the Grand Rapids Auto Dealers Association. Passenger cars, trucks, tractors and accessories. Wm. T. Morrissey, manager, 220 Ashton Bldg.

Green Bay, Wis., August 31 to September 4, 1925—6th annual show, under the direction

of the Automotive Division of the Green Bay Association of Commerce. Passenger cars, trucks and accessories. W. F. Kerwin, manager.

Indianapolis, Ind., February 15 to 20, 1925—15th annual show, Auto Show Bldg., (70,000 sq. ft.), under direction of Indianapolis Auto Trade Ass'n. Passenger cars, trucks and accessories. John Orman, Mgr., 338 N. Delaware St.

Kansas City, Mo., Oct. 19-23, 1925—Annual A. B. C. B. Beverage Exposition, under the auspices of the American Bottlers of Carbonated Beverages. Show manager, James Vernor, Jr., Chairman A. B. C. B. convention and exposition department with headquarters, 231-237 Woodward Ave., Detroit, Mich.

Kansas City, Mo., February 12 to 19, 1926—20th annual show, American Royal Bldg., (250,000 sq. ft.), under direction of Kansas City Motor Car Dealers Ass'n. Passenger cars, trucks, tractors, accessories, aeroplanes and radio. Geo. A. Bond, Mgr., Firestone Bldg.

Milwaukee, Wis., January 9 to 17, 1926—18th annual show will be held in the auditorium, under the direction of the Milwaukee Automotive Dealers Association. Bart J. Ruddle, manager, Room 319, 105 Wells St.

Sacramento, Cal., September 5 to 13, 1925—71st annual State Fair. Passenger cars, trucks, tractors and accessories. C. W. Paine, manager. P. O. Box 592.

Salt Lake City, Utah, October 1 to 7, 1925—3rd annual automobile show and 47th annual State Fair will be held in Coliseum Bldg. Passenger cars, trucks, tractors and accessories. Wm. D. Sutton, Supervisor of automobile show, 116 State Capitol.

Shreveport, La., October 24 to November 8, 1925—20th annual State Fair. Passenger cars, trucks and tractors. Geo. T. Bishop, manager, c/o Bishop Auto Co.

Syracuse, N. Y., June 3 to 13, 1925—First summer show in connection with Centennial Exposition.

Wheeling, W. Va., September 7 to 12, 1925—11th annual State Fair will be held in the Exposition Bldg. (25,200 sq. ft.), in co-operation with the Wheeling Auto Dealers Association. Passenger cars, trucks, tractors, accessories, oils, etc. Bert H. Swartz, secretary the W. Virginia State Fair, P. O. Box 116.

White River Junction, Vt., September 15 to 18, 1925—19th annual Twin State Fair will be held in the Auto Bldg. (13,600 sq. ft.). Passenger cars, trucks and accessories. F. L. Davis, manager.

S. A. E. MEETING

Cleveland, Ohio, September 15 and 16—Production meeting and exhibition.

Cleveland, Ohio, May 29—Cleveland section annual outing.

Detroit, Mich., May 21—Meeting. Development of Automotive Clutches. E. E. Wemp.

Los Angeles, Cal., May 22 and 23—9th annual Economy Run, Camp Curry Dealers.

Philadelphia, Pa., September, 1925—Automotive Transportation meeting.

White, Sulphur Springs, June 16-19, 1925—Summer Meeting, Greenbrier Hotel.

Service Show and Convention Going Big

Exhibits and Attendance Expected to Exceed Last Year's Totals. Show Will be an Education

SPACE bookings at the present time indicate that the record participation at the premier show last year will be exceeded at the second annual Automotive Equipment Show, which is to be held at the General Motors Building, Detroit, May 20 to 23 in conjunction with the National Automotive Service Convention. In addition to the space allotted to manufacturers who exhibited at the initial event, space is to be allotted to a number of manufacturers who did not exhibit last year. This provision was fostered by the National Automobile Chamber of Commerce, under whose auspices the twin-event is being held.

The program for the convention will include every major subject of interest to service executives and mechanics. The details of both events have been so arranged as to be of utmost interest to everyone in the industry associated in any respect with the matter of service. Speakers of recognized authority will deliver addresses in specialized fields. Papers on every conceivable service angle will be presented and wherever possible dealers and service men will be further enlightened by illustrations and actual demonstrations. For example the paper of L. Clayton Hill, of Valentine & Co., on nitro-cellulose automobile finishes, will include a demonstration showing the refinishing of various body services.

An educational feature of the show will be running of all service machinery under power. Exhibits of hand tools will be shown in actual use. In view of the high enthusiasm manifested by the exhibitors, who are planning and arranging for a most instructive and interesting display, it can safely be predicted that the show will be the best of its kind ever staged. Black & Decker, with over 880 sq. ft. of booked space, will install a fully-equipped service station, in which every essential tool and piece of equipment required by a modern service shop will be shown and in actual operation.

In view of the tremendous effort being made by exhibitors to make this show a record event, the N. A. C. C. and co-operating organizations are bending every effort to attract service men from all four corners of the country. Attendance this year is expected to exceed substantially the totals attained in last year's twin event. Another attractive feature of the annual event is the fact that both the convention and the show are to be held on the same floor of the General Motors Building. This arrangement will make things more convenient for visitors than heretofore. The following list of exhibitors are those who have already booked for the show:

Albertson & Co., Inc., Sioux City, Ia.
Allen Electric Mfg. Co., Detroit, Mich.
American Grinder Mfg. Co., Milwaukee, Wis.
Automotive Fabric Equipment Co., Milwaukee, Wis.

Automotive Maintenance Machinery Co., Chicago, Ill.
Automotive Merchandising, Inc., New York City.
Bastian-Blessing Co., Chicago, Ill.
Battery Equipment & Supply Co., Chicago, Ill.
Berger Mfg. Co., Canton, Ohio.
Binks Spray Equipment Co., Chicago, Ill.
Black & Decker Mfg. Co., Towson, Md.
Bonney Forge & Tool Works, Allentown, Pa.
Brunner Mfg. Co., Utica, N. Y.
Canedy-Otto Mfg. Co., Chicago Heights, Ill.
Chassis Lubricating Co., Inc., Rahway, N. J.
Chilton Class Journal Co., New York and Philadelphia.
Comfort Printing & Specialty Co., St. Louis, Mo.
Cornwell Quality Tool Co., Cuyahoga Falls, Ohio.
Crescent Tool Co., Jamestown, N. Y.
Curtis Pneumatic Machinery Co., St. Louis, Mo.
Dearborn Equipment Co., Kalamazoo, Mich.
Eager Electric Co., Watertown, N. Y.
Eagle Machine Co., Indianapolis, Ind.
Electric Machine Corp., Indianapolis, Ind.
Fleming Machine Co., Worcester, Mass.
Forest Electric Co., Newark, N. J.
Foster-Johnson Reamer Co., Elkhart, Ind.
John Green & Sons, Hoopston, Ill.
Hansen Mfg. Co., Cleveland, Ohio.
Hempy-Cooper Mfg. Co., Kansas City, Mo.
Hinckley-Myers Co., Jackson, Mich.
Hullhorst Micro-Tool Co., Toledo, Ohio.
Husky Wrench Co., Milwaukee, Wis.
Hutto Engineering Co., Detroit, Mich.
Jacobs Mfg. Co., Hartford, Conn.
Jordan Garage Equipment Co., Minneapolis, Minn.
K-D Mfg. Co., Lancaster, Pa.
Wm. Kane Mfg. Co., Philadelphia, Pa.
Kant-Rust Products Corp., Rahway, N. J.
Kellogg Mfg. Co., Rochester, N. Y.
Laminated Shim Co., Inc., L. I. City, N. Y.
Lavo Co. of America, Milwaukee, Wis.
Loudon Machinery Co., Fairfield, Ia.
Lyon Metallic Mfg. Co., Aurora, Ill.
McQuay-Norris Mfg. Co., St. Louis, Mo.
Manley Mfg. Co., York, Pa.
Marshall Electric Co., St. Louis, Mo.
Motor Service, Chicago, Ill.
Naperville Machine Co., Inc., Naperville, Ill.
North Bros. Mfg. Co., Philadelphia, Pa.
Parsons-Cady Co., Chicago, Ill.
Price-Rochester Corp., Rochester, N. Y.
Raybestos Co., Bridgeport, Conn.
Chas. P. Rogers & Co., Inc., New York.
Roth Bros. & Co., Chicago, Ill.
Scully Steel & Iron Co., Chicago, Ill.
L. S. Starrett Co., Athol, Mass.
Storm Mfg. Co., Minneapolis, Minn.
Tripp-Secord & Co., Detroit, Mich.
U. S. Air Compressor Co., Cleveland, Ohio.
U. S. Electrical Tool Co., Cincinnati, Ohio.
Universal Tool Co., Cranford, N. J.
Van Dorn Electric Tool Co., Cleveland, Ohio.
Van Norman Machine Tool Co., Springfield, Mass.
Vellumoid Co., Boston, Mass.
Vichek Tool Co., Cleveland, Ohio.
W-A Mfg. & Sales Co., Newark, N. J.
Walden-Worcester, Inc., Worcester, Mass.
Weaver Mfg. Co., Springfield, Ill.
Joseph Weidenhoff, Chicago, Ill.
Weldit Acetylene Co., Detroit, Mich.
J. H. Williams & Co., Buffalo, N. Y.
K. R. Wilson, Buffalo, N. Y.
X Laboratories, Buffalo, N. Y.
Yellow Jack-It Mfg. Co., Chicago, Ill.

Automotive Parts and Accessory Business Gains

The M. & A. M. A. survey, based on the wholesale value of shipments to customers throughout the first quarter of the year, shows a steady gain throughout the first quarter of 1925, the advance for March over January having been 38 per cent in unit parts and accessory business done with the car and truck manufacturers. In sales to the trade, the improvement also has been consistent since the first of the year. There was a gain in accessories of 59 per cent for March over January, and in service, or repairshop, machinery and tools, of 62 per cent over January. The sales of replacement parts to the trade alone showed a recession, dropping considerably in February, but climbing back in March to within 5 per cent of the January figures.

Body Builders to Meet in June at Detroit

Reduction of Federal Taxes and the Interstate Freight Rates Revision to be Studied

ALL engaged in the manufacture of bodies are looking forward to the 1925, 5th Annual Body Builders' Convention and Exhibition. The success and work accomplished by this organization since its inception in 1920, has been such that every body builder, maker of body materials and parts and body and automobile designers and engineers looks forward to the annual event with keen anticipation. The increasing importance of the association's activities as related to general automotive industrial development is manifested by the remarkable growth of the organization and the ascending attendance of its annual meetings. According to recent announcements the next convention and exhibition will be held in the Hotel Statler, Detroit, June 1, 2, 3, and 4, under the auspices of the Automobile Body Builders' Association.

At the coming convention it will be the aim of the officers to assemble sufficient ammunition to combat legislative activities and still further reduce Federal taxes, especially on bodies, as they are still considered excessive. The carriers' plea to the Interstate Commerce Commission for a revision (or advance) of freight rates, is another big problem upon which the convention will seek advice, especially as any revision will surely increase L. C. L. rates on bodies.

Among the other topics suggested for discussion are:

- Trend in Body Models.
- A Practical Enduring High Luster, Lacquer Luster.
- The Effect of Conflicting State Laws as to Bus Design on Quantity Production.
- The Automobile Industry as an Industry.
- Bus Nomenclature.
- The Requirements for a Practical Bus Finish.

The convention sessions will begin with a big open session in the Grand Ball Room, which will also be the exhibition hall, on Tuesday evening June 2. Group sessions will be held Wednesday morning and probably in the afternoon. The informal dinner will be held that evening at the Statler. Final session for the election of officers, Thursday morning. Admission to the exhibition will be free. The arrangements made for the convention and exhibit are ideal and lend themselves admirably to decorations, social functions and general convenience.

Fifteen gas-electric, double-deck buses have been ordered by the Atlanta Motor Coach Co., a subsidiary of the Georgia Railway and Power Co., for delivery July 1. The buses are of the Fageol type, with General Electric drive.

New National Parts Association Formed

**George W. Yeoman Elected President.
Systematic Distribution of Replacement Objective**

PROMOTION of better merchandising methods among members, closer cooperation with manufacturers whose products are handled and improved service to the ultimate automotive user are among the chief points upon which the new National Automotive Parts Association is founded. The movement which has been gradually developing for the past three years culminated in a formal organization of the association at a meeting in Detroit, April 17-18, when George W. Yeoman, formerly vice-president of the Continental Motors Corp., was elected president.

A desire on the part of some of the better established parts makers to provide outlets for replacements under their control was what originally brought the group together which now forms the nucleus of the present effort. This group was heretofore represented by a committee appointed from parts station representatives and unit manufacturers whose product they handle.

Other officers of the company are:

H. G. Root, Root Motor Supply Co., Springfield, Ohio, vice-president; and L. B. Fijux, president, Automotive Parts Corp., secretary and treasurer. The directors are: G. W. Yeoman, chairman; C. C. Colyear, Los Angeles; H. G. Root; William Willard Hartin, director, Superior Motor Motor Parts Co., Pittsburgh; A. F. Baxter, Buffalo; L. B. Fijux, Estel Scott, Kansas City; R. W. Boozer, Indianapolis, and R. F. Stahl, Chicago.

The headquarters of the National Automotive Parts Association, which is described as a non-profit organization, have been established at Room 611, Capitol Theatre Building, Detroit.

The membership of the organization comprises 38 major parts distributing stations, where very large stocks of merchandise are carried. From these main stations there emanate 393 sub-stations, carrying ample stocks to supply local territory requirements. This nation-wide system of main stations and sub-stations will supply the lack of well maintained repair part stocks in smaller cities and will provide a service that car owners will be quick to appreciate.

Manufacturers for whom replacement parts are distributed by the new organization include:

Continental Motors Corp.
Brown-Lipe Gear Co.
Timken Detroit Axle Co.
Timken Roller Bearing Co.
Borg & Beck Co.
Spicer Manufacturing Corp.
Oakes Co.
Automotive Parts Co.
Warner Gear Co.
McQuay-Norris Manufacturing Co.
Automotive Gear Works.
Toledo Steel Products Co.
Diamond State Fibre Co.
John C. Hoff & Co.
Hide Leather and Belting Co.
Strom Ball Bearing Manufacturing Co.
Bunting Brass & Bronze Co.
Farranoid Co.
Pierce Governor Co.

Monarch Governor Co.
Laminated Shim Co.
Hartford Automotive Parts Co.
Morse Chain Co.
Cincinnati Ball Crank Co.
Fitzgerald Manufacturing Co.
Indiana Piston Ring Co.

Other companies manufacturing small items are also represented.

Under the plans of the association members will carry replacement parts for every service requirement, selecting one representative make for distribution. New lines of merchandise, all leaders in their respective fields, will be added to the present list of accounts within the immediate future, until the service line is completely rounded out.

Through its membership the association is equipped to provide the most thorough kind of distribution of replacement parts and other materials. Large stocks of all parts and material will be carried in the main stations, and complete stocks will be carried in all sub-stations. Eighty-seven salesmen are now traveling from

REACHING THROUGH AUTHORITY

There is one sure way to reach the patient—that is through the doctor. He is the authority in all matters of health.

If he approves, you may interest the patient, but he must set his seal upon the proposition.

There is one sure way to reach the car owner—that is through the dealer. He is the authority on all matters automotive.

Reaching the trade through the trade press is reaching the user through his authority.

the main stations, keeping in constant touch with the sub-stations and assuring that stock will be maintained in proper quantity and variety. Sub-stations now employ 1500 assistants, selling to parts specialists, dealers, fleet owners, garages, repairmen and owners.

The various distributing organizations now joined in the new association have operated heretofore through a committee appointed from parts station representatives and unit manufacturers whose products they handle. It is planned that representatives of manufacturers will confer and work closely with association directors, so that none of the advantages of the former method will be lost.

It is believed that through association and the direction of able officers and directors more uniform policies can be maintained, and efficiency in merchandising and distribution be improved. Particularly advantageous service facilities are opened by the association to manufacturers whose vehicles are equipped with units for which replacement parts are thus distributed, the organization announcement declares.

In a statement on the extent of potential business of the association, Mr. Yeoman said that the growth of business among companies now comprising the association has been pronounced during the past six months. The group volume of business in the present year will double that of any previous similar period, he said.

A. A. A. Launches Nation-Wide Referendum

Referendum is Part of Campaign to Protect Commercial Vehicle Operators in Future Legislation

BECAUSE of the probability that the question of regulation of the bus and truck interests of the nation engaged in interstate business will loom as a big transportation issue before the Sixty-Ninth Congress, the American Automobile Association has set machinery moving to ascertain what form of regulation, if any, the bus and truck operators themselves desire.

According to an announcement from the National Headquarters of the A. A. A., the Bus and Truck Divisions of the Association, which were established to further and protect the interests of commercial vehicle operators, has sent out a referendum to 105 truck and bus associations asking them to specify their position in regard to regulation.

Three alternatives were set forth in the referendum: First, whether bus and truck operators desire the present status to continue; second, whether it is their desire that the Interstate Commerce should be empowered by Congress to regulate them as common carriers, and third, whether Congress should enact legislation granting regulatory powers to State Utility Commissions.

Pending the formation of a Bus Board and Truck Board to be composed of operators to determine the legislative policies of the Commercial Vehicle Department of the A. A. A., the association, it was pointed out, will be guided by the referendum of the bus and truck associations.

Safety Air Brake Company Reorganized

A year ago the Safety Air Brake Co. was compelled to close its plant and cancel all orders pending patent litigation. Its patents have been now allowed by the U. S. Patent Department, 1925, and new patents are pending. Application has been made for foreign patents.

Incorporated and reorganized, the company has removed from Reading, Pa., to 69 E. Laurel St., Philadelphia, where the Auto Air Brakes will be manufactured under the supervision of expert engineers. Deliveries will begin June 1, 1925.

Kellogg Enters Air Brake Field

The Kellogg Mfg. Co., Rochester, N. Y., makers of Kellogg Power Driven Tire Pumps, and Air Compressors, have entered the Air Brake field with air compressors designed to be operated by the truck or bus engine.

Years of experience in the design of heavy-duty pumps and high pressure compressors for industrial use indicates a success in the new branch of the industry.

Postal Increase Develops New Prospects

Department Stores Formerly Using Parcel Post Become Truck Prospects. Details for the Alert Salesman

THE GOLDEN RULE, one of the largest department stores in St. Paul, Minn., has abandoned the use of parcel post for the delivery of its merchandise, and has developed a fleet of more than 50 trucks for its delivery.

The parcel post system for the delivery of packages had been used since the war for city deliveries, as well as for deliveries in Minneapolis, White Bear and Stillwater, Minn. The fleet consists of Fords, Whites, Gramms and Yellows. While other department stores in St. Paul are not contemplating giving up the parcel post delivery system, it is considered likely that the elaborate system developed by The Golden Rule will be used eventually by other stores.

The reason for the change is the recent increase in postal rates. Store officials are of the opinion that the increase in the charges for carrying parcel posts will provide a strong impetus for the development of motor fleets for the distribution of goods by department stores, retail stores, mail order houses, jobbers and other merchandisers in this section of the country. Paved roads have been developed rapidly and the experience of owners of these fleets of trucks has shown that the motor truck is the economical way of delivering goods.

Officials of The Golden Rule said that the service under the parcel post system was as good as they could expect to give under any delivery system, but that the increase in postal rates makes it less costly to handle its own deliveries.

This department store has developed an elaborate system for the handling of these packages by truck. It has just been put into operation and has attracted the attention of the largest department stores of the United States as well as manufacturers of trucks. All deliveries are hauled from a warehouse and service building recently erected. A shuttle service is maintained between the store and this building for smaller packages, and all bulk merchandise is delivered directly from the warehouse through sales tickets under a system similar to that in use in wholesale houses. Packages purchased in various departments in the stores are placed in small bags and at frequent intervals the bags on each floor are collected and dropped through chutes to the assembly department in the rear of the building on the ground floor. Here the detail of credit checking and similar work is cared for. Packages then are placed in a large hamper and taken to the service station. One truck cares for all of this service running on a 15-minute schedule. This same truck brings special orders back to the store from the warehouse.

At the warehouse the hampers are emptied on a large sorting table at the head of a traveling belt, running the

length of the building. On each side of the belt are cages for the storage of packages for a certain truck route. Distribution to the various truck routes and routing are cared for in this manner.

The space occupied by the trucks in backing up for loading at these cages is the regular average space for the truck while the vehicle is idle. No space is wasted, therefore. All of the delivery truck loading is done where the drivers and packages are protected from inclement weather.

For the bulk merchandise, sales slips are sent to the warehouse and orders are filled there. Furniture and other exceptionally heavy goods are handled through specially arranged channels in the rear of the building with larger trucks being used. The cost of handling the goods and the possibility of damage is cut down to a great extent in this manner.

This new system eliminates all downtown loading at the curb of the department store.

Stanley Spring Works Expands Its Facilities

The Harrisburg Stanley Spring Works, Inc., Harrisburg, Pa., manufacturers of the Stanley self-oiling and boltless spring for replacement on any make or model passenger and commercial car, recently acquired from the Garden City Spring Works of Chicago the full manufacturing license on the Stanley self-oiling spring. The company also controls majority interest in the Stanley Vehicle Spring Co., which concern owns the patents under which the Stanley Self-Oiling spring is made. With this reorganization, the company, which has already established an enviable record in the field for quality of product and promptness of deliveries, intends to expand its distribution to a still greater degree by reason of increased facilities, and to concentrate on the special requirements of fleet operators.

The organization will be under the direct and active supervision of executives who have been intimately associated in the manufacture and distribution of automotive springs for years; men who are personally familiar with the requirements and problems of users in all businesses. The staff as it stands today is as follows:

C. C. Sampson, president and general manager; Wm. B. Edwards, sales manager, formerly asst. sales manager of the Jenkins Vulcan Spring Co., and sales manager of the Spring Division of the New Era Spring & Specialties Co.; Ernest J. Guental, superintendent, a spring maker of over 30 years' experience.

The Stanley spring is made of silico manganese steel. Felt-pad oil retainers located at the tips of each spring leaf automatically feed oil to every square inch of spring surface in a continuous film of oil. The self-lubricating system is built integral with the spring, requiring no installation, and practically no attention. The springs are also made with a nib center which locks the plates and prevents their shifting or getting out of alignment. They are made in sizes and designs to meet the requirements of any make or model vehicle on the market.

Standardization Discussed at Truck Meeting

Monthly Meeting of Motor Truck Industries, Inc., Develops Interesting Slants on Service, Parts and Rates

FOLLOWING the roll call and the report of the secretary and treasurer, which was gratifying from a financial standpoint, eight new members were unanimously voted into the Motor Truck Industries, Inc., organization. The meeting which was held at the plants of the Service Motors, Inc., Wabash, Ind., and Indiana Truck Corp., Marion, Ind., April 23rd, was considered most educational as well as delightful.

Papers on "Sales Distribution Dealing with Lists and Discounts" were given by J. R. Spraker, of the Atterbury Motor Car Company, and Paul Moore, of the Service Motors, Inc. These papers were of an exceptionally great interest. Mr. George Duck, of the Commercial Car Journal, gave a very interesting talk after the reading of the papers.

The paper by Ollie Hayes, president of the Republic Truck Co., entitled "The Effect of Parts Depots on Truck Sales" was of great interest to all present, and was referred to the Service & Parts Station Committee for a report at the next meeting.

One of the best papers of the day was that of C. J. Helms, secretary and general manager of the Acme Motor Truck Co., Cadillac, Mich., on "Proper Ratings on Motor Trucks." A committee was appointed to report on the Rating Subject at the next meeting.

The subject for which the association is working and striving to perfect—Standardization—was taken up in a few minutes talk by B. A. Gramm, of the Gramm & Kincaid Motors, Inc., and for the first time the real vision and significance of this important subject was fully grasped by all present and a most interesting talk was given by Mr. Carpenter, of the Spicer Mfg. Company.

As an instance, it was shown that over 1500 lengths and specifications on propeller shafts and joints had to be handled and Mr. Helms' paper showed where in 22 motor trucks no two of them were alike in wheel-base lengths, and when this is carried out into frame widths, spring centers, motor mountings, transmission mountings, etc., the tremendous import of what it means in the matter of overhead costs to each parts plant alone can easily be seen. Great reductions in the costs were shown when this standardized program can be put into effect between the truck makers and the parts makers, and the directors were asked to appoint a committee to deal with this subject and make their first report at their next meeting.

The meeting adjourned with the announcement that the next meeting was to be held June 4th at the Spicer Mfg. Company's plant at South Plainfield, N. J.

Luncheon was given by the Service Motors, Inc., with Paul Moore as host.

Then after a visit throughout the plant the entire crowd motored to Marion, Ind., where an hour was spent in going through the Indiana Truck Corporation's plant. At the conclusion the directors were called together for a meeting in which J. W. Stephenson was elected president and Paul Moore, of the Service Motors, Inc., first vice-president.

The following members were present:

Paul Moore, Service Motors, Inc.
W. W. McNamee, Service Motors, Inc.
J. W. Stephenson, Indiana Truck Corporation.
Charles Cotta, Cotta Gear Company.
W. V. Buck, Krebs Motor Truck Co.
T. C. Ross, McCord Radiator & Mfg. Co.
B. V. Unwin, Hinkley Motors, Inc.
J. H. McDuffee, Prest-O-Lite Co.
C. A. Kiefer, Clark Equipment Co.
Roger Birdsall, Racine Radiator Co.
J. F. Jenks, The Oakes Co.
R. C. Held, Electric Auto-Lite Co.
W. J. Johnston, Wisconsin Motor Mfg. Co.
A. W. Place, Universal Machine Co.
Fred R. Dowsett, Fuller & Sons Mfg. Co.
G. W. Fuller, Fuller & Sons Mfg. Co.
Lawrence Fuller, Fuller & Sons Mfg. Co.
G. T. Moore, Wisconsin Parts Co.
George H. Duck, Commercial Car Journal.

F. A. Smith, Garford Motor Truck Co.
George Walther, Dayton Steel Foundry Co.
Wm. Morrison, The Highland Body Co.
E. L. Atkinson, Lange Motor Truck Co.
P. W. Hood, Timken-Detroit Axle Co.
Gould Allen, Brown-Lipe Gear Co.
R. E. Carpenter, Spicer Mfg. Corp.
C. D. McKim, Continental Motors Corp.
B. A. Gramm, Gramm & Kincaid Motors, Inc.
E. G. Crawford, Gramm & Kincaid Motors, Inc.
John P. Mahoney, The Buda Company.
H. H. Davidson, Indiana Truck Corp.
C. E. Murray, Willard Storage Battery Co.
M. E. Brackett, Clydesdale Motor Truck Co.

The new members are:

Wisconsin Parts Co., Oshkosh, Wis.
Corbitt Motor Truck Co., Henderson, N. C.
Fuller & Sons Mfg. Co., Kalamazoo, Mich.
Electric Auto-Lite Co., Toledo, Ohio.
Lange Motor Truck Co., Pittsburgh, Pa.
Dayton Steel Foundry Co., Dayton, Ohio.
Commercial Car Journal, Philadelphia, Pa.
Cotta Gear Co., Rockford, Ill.

Goodrich Telephotographs Advertisement

What has been conceded in advertising circles as an accomplishment of historical

importance was the transmission of an advertisement of the B. F. Goodrich Rubber Co. by telephotography from its Chicago office to the New York Times.

The advertisement was the first ever transmitted by the newly developed process of photo-telegraphy of the American Telephone & Telegraph Company. The ad was completed in the telegraph office of the New York Times ready for printing in the newspaper just one hour and thirty minutes after it had been filed in Chicago.

The sending and receiving of the advertisement were both handled automatically by very sensitive mechanism. At the present time these machines are being installed in three American cities, New York, Chicago and San Francisco. The transmission of the Goodrich ad represents a practical demonstration of this newest telegraphic development's adaptation to the needs of business.

Personals

C. M. Allen, formerly of Elizabeth, N. J., was elected president of the Garford Motor Truck Co. at the regular meeting of the Board of Directors, succeeding E. R. Curtin, recently resigned. Mr. Allen has had many years experience in motor truck and bus manufacture, one of his longest connections being with the Autocar Co., Ardmore, Pa. Mr. Curtin will continue as a member of the Board of Directors.

J. D. Anderson was recently elected president of the Tire and Rim Association. Other officers of the association are: W. B. Minch, vice-president; H. W. Kranz, treasurer; C. E. Bonnett, secretary and general manager; H. W. Day, assistant secretary.

Fred Archibald, formerly New England salesman for the Piston Ring Co., Muskegon, Mich., has been put in charge of the automotive division of Bigelow and Dowse Co.'s branch.

E. E. Arnold was recently named sales manager of the Hoff Metal Products Co., manufacturer of Hoff Tire Chains. He was formerly sales manager of the automotive division of the Johns-Manville Co.

Fred B. Barnitz, formerly connected with the Foss-Hughes Co., has joined the sales staff of the Mack-International Motor Truck Corp.

T. B. Blakiston has resigned as vice-president and general manager of the American Hammered Piston Ring Co. His plans for the future are at present unknown. C. A. Grainger has been appointed as his successor, and H. G. Erck has been appointed manager of the sales promotion department.

E. B. Busby was recently appointed sales representative for Blood Brothers Machine Co., manufacturers of universal joints and propeller shafts. His headquarters will be at 2315 Dime Bank Building, Detroit, Michigan.

Orville Coppock formerly sales manager of the Commerce Motor Truck Co., has joined the Standard Motor Truck Co. as assistant to P. J. Fisher, general sales manager.

Richard A. Crooker, who was in charge of the sale of Dreadnaught tire chains in

the eastern territory of the Columbus McKinnon Chain Company, recently succumbed to an attack of pneumonia. The news will be received with sad regrets by the many friends that "Dick" Crooker had in the automotive industry.

Raymond J. Crooks has been appointed general sales manager of the Atterbury Motor Car Co. Mr. Crooks has had extensive experience in wholesale, retail and used truck merchandising with both Packard and White.

Ed. C. Crossley has been appointed manager of the American La France Fire Engine Company's branch recently established in Dallas, Texas. He will have charge of the commercial truck division, which division was recently made supplementary to the formerly established fire fighting equipment branch.

W. O. Cutter has been elected vice-president of the United States Rubber Co. He has been comptroller of the company and will continue in that capacity in addition with his new position.

Charles L. Derrickson, vice-president of McQuay-Norris Mfg. Co., St. Louis, was successfully operated upon for appendicitis in St. Luke's Hospital on March 25th. His physicians report that he is making an excellent recovery from the operation.

W. E. Dugan, president and general manager Shuler Axle Co., has been confined as a result of a severe cold recently contracted on a business trip. His many friends in the industry join a sincere wish for a rapid recovery to his usual good health.

C. Eustace Dwyer has been announced as the new general sales manager of the Six Wheel Company, Philadelphia, Pa., manufacturers of the Safeway Six Wheel Motor Coach, with A. P. Warner as assistant. Mr. Dwyer was formerly production engineer with the Willys Overland Co. and later inspection engineer, assistant to chief engineer and sales engineer in the Railroad Department with Timken-Detroit Axle Co. Mr. Warner is also well equipped, having been engaged in sales executive work since 1919 with two of the largest manufacturers of trucks and buses in the country.

J. O. Eaton, former president of the Eaton Axle & Spring Co., has been elected chairman of the board of this company. C. I. Ochs, formerly vice-president, was named

president and general manager. C. S. Robie is vice-president and assistant general manager; R. C. Enos is vice-president and F. A. Buchda is secretary and treasurer.

John A. Gramm succeeds James A. Abeles, resigned, as president of Motor Improvements, Inc., makers of the Purolator. Mr. Gramm was formerly sales manager of the Houdaille Shock Absorber Co. Mr. Abeles will continue as vice-president.

R. A. Hauer, manager of the bus department of the International Motor Company, reports that the sale of Mack buses for this year up until April 20th have exceeded their total deliveries for the 12 months of 1924 and represents 82% of their sales for the corresponding period.

M. L. Heminway, general manager of the M. & A. M. A., has been designated by the Board of Directors to attend the annual convention of the International Chamber of Commerce in Brussels in June.

E. V. Hennecke, vice-president and general manager of the Moto-Meter Company, was elected a member of the Board of Directors of the Motor & Accessory Manufacturers' Association. He will fill the vacancy caused by the resignation of G. Brewer Griffin, of the Westinghouse Electric & Manufacturing Co.

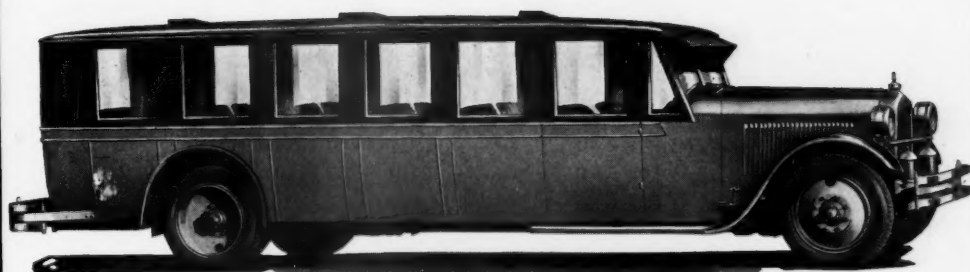
E. T. Herbig was recently appointed general sales manager of the United States Motor Truck Co. Mr. Herbig was formerly sales and advertising manager of the Service Motor Truck Co. and also in charge of the Nation's Buyers Department of General Motors. He was at one time vice-president of the Sales Managers' Association and was the first chairman of the Service Committee of the National Automobile Chamber of Commerce.

J. H. Kelly and F. V. Springer, who purchased control of the Hewitt Rubber Company, Buffalo, N. Y., announced that the company expects to market a new type tire for heavy duty trucks and motor buses. J. F. Palmer, originator of the cord automobile tire, is consulting engineer of this company. W. A. Magee was secretary and treasurer of the company at a recent directors' meeting. All these men are well known in the rubber industry.

A. R. Kroh has resigned as special representative of the sales promotion department of the Chevrolet Motor Co. He will devote his time for the present to personal interests.

(Continued on pages 42 and 45)

The Garford Parlor Car



" Pullman of the Highways "

Opportunity Knocks at Your Door

IMMEDIATELY motor coach patrons learn of a coach that affords them a vibrationless ride behind a powerful 6-cylinder engine, they patronize this coach and want no other. They know that when vibration is absent, riding comfort is enhanced. Then, they learn such coaches maintain regular schedules. They know they can depend on reaching their journey's end without delays occasioned by the need for roadside repairs. Patrons like to ride in clean, well-kept and well-painted motor coaches that not only are attractive to the eye, but rich and harmonious in color combination, fittings and upholstery.

The men who design and build Garford Motor Coaches are coach specialists who think and operate along coach lines with the advanced idea of building for coach requirements. The Garford Motor Coach is just as distinctive in the passenger transportation field as is the Garford Truck in freight transportation. Our vast production facilities are an assurance that additional motor coach units can be added to any fleet and keep those fleets uniform.

A broadened opportunity is knocking at the door of the passenger transportation merchandisers. Write for the booklet described below. It contains valuable information about advanced engineering of motor coaches.

*A Postal Card
Will Bring You
This Book*



*Interesting Information
in It for Dealers
and Operators*

The Garford Motor Truck Company
LIMA, OHIO

TRUCKS—1 to 7½ TONS

COACHES—15 to 30 PASSENGERS

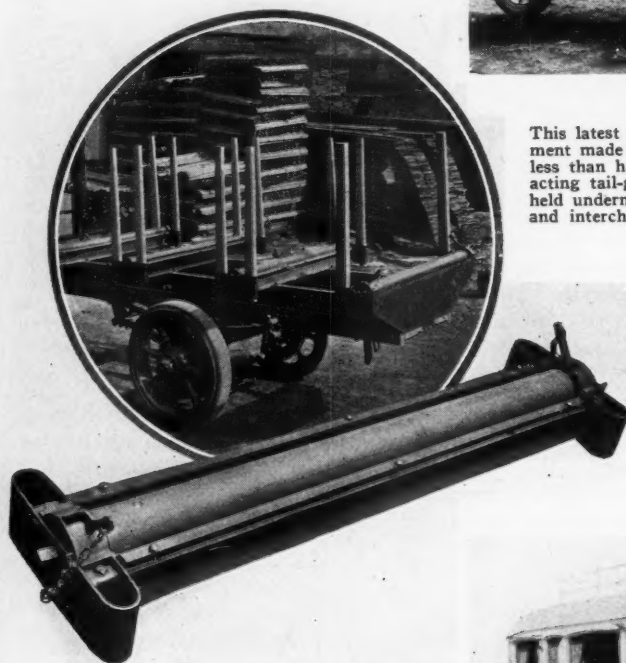
R-B Roller Bolster for Lumber Trucks

Rollers fitted to the bed of a lumber truck will cut down the time required for unloading from half an hour to three minutes. Trucks so equipped are usually loaded from dollies which are loaded while the truck is away delivering another load. This permits the fullest use to be made of the truck and has in very many cases resulted in truck fleets being cut in half.

Undoubtedly one of the simplest forms of roller bolster equipment is that manufactured by the R-B Company of Kansas City, Mo. In this design each roller assembly is a separate unit. Three or four of these are supplied, together with steel sills and four side stakes to each roller, except the rearmost which has two, and the whole can be mounted by one of the yard men with a wrench in less than an hour. All that he has to do is to fasten the sill to the truck frame with U-bolts, bolt the rollers to the sills, and insert the stakes in their sockets.

Each roller has a squared spindle at each end on to which a handle can be fitted. This obviates the necessity for the unloader going round to the other side of the truck to operate the rollers, and further enables any one roller to be used to move the load.

Plain bronze bearings are used in the



rollers, and each is provided with a lock pin. Substantial steel plates at the ends of the rollers form stake pockets 5½-inches deep.

Steel sills are of course necessary to counteract the effect of the load concentration on the rear end of the truck frame when loading or unloading. At the front end of the sills is a bumper unit which is designed to protect the truck cab. The total weight of both sills and rollers is less than the truck makers' bed allowance on any size of truck.

The knock down features of the R-B equipment are of course reflected favorably in freight rates and thus make them an even more attractive proposition from the dealers' point of view.

Vulcan Issues New Replacement Reference

A new book of spring replacement data, that is not only of value to the dealer from this standpoint alone as it also contains a full illustrated description of the various Vulcan products and other valuable instructive matter, was just issued by the Jenkins Vulcan Spring Co., Richmond, Indiana. The reference gives a complete list of all makes and models of passenger and commercial cars, giving together with the list price all such dimensioned data as is of value to the dealer for replacement purposes.

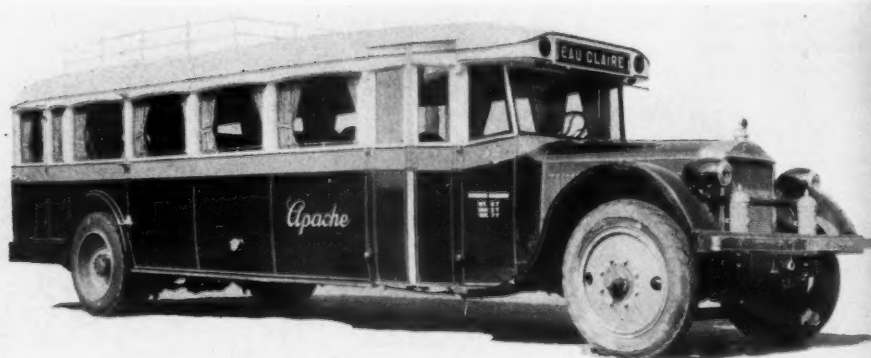


Woonsocket High Lift Coal Body for Chevrolet Chassis

This latest product of the Woonsocket Mfg. Co., Woonsocket, R. I., is in line with similar equipment made for other chassis makes. The outfit, with body and hoist, can be mounted complete in less than half an hour. The body is 4 ft. 6 in. wide, 12 in. high with 4 in. wings and a double acting tail-gate. A slide and chute are provided in the tail-gate and a 14 ft. collapsible chute is held underneath the body. Body parts are electrically welded. All parts of the hoist are standard and interchangeable.

Showing a Single R-B Roller Bolster Unit and a Complete Installation.

dium steel. It has no springs or ratchets and all working parts are oiled from one source. Every horn is carefully tuned to a specified pitch. It is made in two models: Model A, which is 10¼ in. long and 5 in. high and Model M, which is the same height, but only 6½ in. long, as it has a short projector. Brackets are furnished for attaching to any make truck. The price is \$10.



Wilcox Motor Coach Cross Country Type

This comfortable six cylinder motor coach designed and built complete by Wilcox Trux, Inc., Minneapolis, Minn., is featured by its transmission silencer, 8-in. double drop frame, air spring equipment, Huck double reduction rear-axle short turning radius, etc. There is but one door to the body. A special partition is provided for a smoking compartment. And all the refinements and conveniences of modern bus body construction are provided.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Passenger Transportation Are Designated in the Following Table by Reference Sign (S) in Front of the Name For Specially Designed Motor Bus Chassis See Pages 42 and 43.

(Where prices are not given it is because we have been unable to get them from authoritative sources)

See Table for Replacement Data. Truck Frame Dimensions Are Included in Same Table

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General			Engine				Electrical System		Clutch		Gearset		Rear Axle		Gear Ratios		Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)				
	Standard Wheelbase (Inches)	Tire Size §§		Bore and Stroke (Inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Carburetor (Make)	Fuel System	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Final Drive							Type	Total Reduction in High	Total Reduction in Low	Brakes, Location
		Front (Inches)	Rear (Inches)																								
1000 Pounds Chevrolet Sup. Com. Ch. Overland 91	425	30x3 1/2	30x3 3/4	3 1/2 x 4	21.7	H	PS	Non	Har	Zen	G	A-L	Rem	Own	P	Own Sup	S	3.81	4.50	12.7	A	Jax Hay	1500				
	395	30x3 1/2	30x3 3/4	3 1/2 x 4	19.6	L	PC	Non	Har	Til	G	A-L	Rem	Own	P	Own 91	S	4.50	17.6	6	A	Jax Hay	1472				
	705	32x4	32x4	3 1/2 x 4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	Own	D	Own	S	4.54	18.9	9	A	Kel Fir	1992				
	1970	32x5	32x5	3 1/2 x 5	22.5	L	SP	Non	Har	Zen	V	Eis	Non	Own	D	Tim 6258	B	6.75	22.5	5	A	Kel Fir	2500				
	2150	32x5	32x5	3 1/2 x 5	22.5	L	SP	Non	Lon	Zen	G	Bos	N-E	Own	D	Tim 5331	B	4.90	16.3	3	A	Woo Fir	3225				
1500 Pounds Dodge Brothers Rainier R-31 White 15 Yellow Cab Mod T3	1205	29x4 1/2	29x4 1/2	3 1/2 x 5	22.5	L	PS	Non	Lon	Zen	G	Bos	N-E	Own	D	Tim 5331	B	4.90	16.3	3	A	Woo Fir	2500				
	1850	34x5	34x5	3 1/2 x 5 1/2	22.3	L	PC	Non	Chi	Zen	G	Bos	Bos	Own	D	Tim 6352	B	6.86	27.4	4	A	Woo Fir	2580				
	1850	34x5	34x5	3 1/2 x 5 1/2	22.3	L	PC	Non	Chi	Zen	G	Bos	Bos	Own	D	Tim 6352	B	6.86	27.4	4	A	Woo Fir	2580				
	1700	34x5	34x5	3 1/2 x 5 1/2	22.3	L	PC	Non	Chi	Zen	G	Bos	Bos	Own	D	Tim 6352	B	6.86	27.4	4	A	Woo Fir	2580				
	1700	34x5	34x5	3 1/2 x 5 1/2	22.3	L	PC	Non	Chi	Zen	G	Bos	Bos	Own	D	Tim 6352	B	6.86	27.4	4	A	Woo Fir	2580				
1 Ton Acme Flyer Autocar F Autocar G Available L-1 Bessemer G Bethlehem KN Bets J-3 Biederman Casco A Chevrolet Sup. Commerces 11 Concord E Corbitt E Diamond T76 Duplex G Federal Knight Ford T Fulton A Garford 15 GMC K-17 Gotfredson 20 B Graham BB Gramm-Bern. 10 Grass Premier 40 Indian 15 Internat. 15 Kenworth OS King-Zetler Kiesel Kleiber Lebanon GP-1 Luedinghaus Menominee Moreland R-C Moreland R-R Nash A-76 Noble A-18 O. K. O Oden A2 Penn Rainier R-29 Ruggles 16 Sawdow G Sandford GA Sandow W-612	130	30x5	30x5	4 1/2 x 5 1/2	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	Own	D	Col 52000	S	5.10	24.4	A	Ros	3000					
	120	30x3 1/2	30x3 1/2	3 1/2 x 4 1/2	21.7	H	PS	Non	Lon	Zen	G	Bos	N-E	Own	D	Tim 5331	B	4.90	16.3	3	A	Ros	2500				
	127	34x5	34x5	3 1/2 x 5 1/2	22.5	L	PC	Non	Chi	Zen	G	Bos	Bos	Own	D	Tim 6352	B	6.86	27.4	4	A	Ros	3000				
	125	34x5	34x5	3 1/2 x 5 1/2	22.5	L	PC	Non	Chi	Zen	G	Bos	Bos	Own	D	Tim 6352	B	6.86	27.4	4	A	Ros	3000				
	125	34x5	34x5	3 1/2 x 5 1/2	22.5	L	PC	Non	Chi	Zen	G	Bos	Bos	Own	D	Tim 6352	B	6.86	27.4	4	A	Ros	3000				

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General			Engine				Electrical System		Clutch	Gearset		Rear Axle		Gear Ratios		Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (Lbs.) (Stripped)					
	Standard Wheelbase	Tire Size		Bore and Stroke (Inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)		Carburetor (Make)	Fuel Feed	Ignition System	Generator and Starter (Make)	Type	Make and Model							Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location
		Front (Inches)	Rear (Inches)																								
1 Ton—con'd																											
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*	30x5*	4 3/4 x 5 1/2	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	Wis 60D	R	6.00	28.8	A	Ros	Ros	3755					
Service 25F	132	30x5*																									

Stall	Owner	Trainer	Sex	Age	Weight	Height	Color	Registration	Remarks
1	Her O	Her O	H	3	1200	14	B	3455	3455
2	Her O	Her O	H	3	1200	14	B	3455	3455
3	Her O	Her O	H	3	1200	14	B	3455	3455
4	Her O	Her O	H	3	1200	14	B	3455	3455
5	Her O	Her O	H	3	1200	14	B	3455	3455
6	Her O	Her O	H	3	1200	14	B	3455	3455
7	Her O	Her O	H	3	1200	14	B	3455	3455
8	Her O	Her O	H	3	1200	14	B	3455	3455
9	Her O	Her O	H	3	1200	14	B	3455	3455
10	Her O	Her O	H	3	1200	14	B	3455	3455
11	Her O	Her O	H	3	1200	14	B	3455	3455
12	Her O	Her O	H	3	1200	14	B	3455	3455
13	Her O	Her O	H	3	1200	14	B	3455	3455
14	Her O	Her O	H	3	1200	14	B	3455	3455
15	Her O	Her O	H	3	1200	14	B	3455	3455
16	Her O	Her O	H	3	1200	14	B	3455	3455
17	Her O	Her O	H	3	1200	14	B	3455	3455
18	Her O	Her O	H	3	1200	14	B	3455	3455
19	Her O	Her O	H	3	1200	14	B	3455	3455
20	Her O	Her O	H	3	1200	14	B	3455	3455
21	Her O	Her O	H	3	1200	14	B	3455	3455
22	Her O	Her O	H	3	1200	14	B	3455	3455
23	Her O	Her O	H	3	1200	14	B	3455	3455
24	Her O	Her O	H	3	1200	14	B	3455	3455
25	Her O	Her O	H	3	1200	14	B	3455	3455
26	Her O	Her O	H	3	1200	14	B	3455	3455
27	Her O	Her O	H	3	1200	14	B	3455	3455
28	Her O	Her O	H	3	1200	14	B	3455	3455
29	Her O	Her O	H	3	1200	14	B	3455	3455
30	Her O	Her O	H	3	1200	14	B	3455	3455
31	Her O	Her O	H	3	1200	14	B	3455	3455
32	Her O	Her O	H	3	1200	14	B	3455	3455
33	Her O	Her O	H	3	1200	14	B	3455	3455
34	Her O	Her O	H	3	1200	14	B	3455	3455
35	Her O	Her O	H	3	1200	14	B	3455	3455
36	Her O	Her O	H	3	1200	14	B	3455	3455
37	Her O	Her O	H	3	1200	14	B	3455	3455
38	Her O	Her O	H	3	1200	14	B	3455	3455
39	Her O	Her O	H	3	1200	14	B	3455	3455
40	Her O	Her O	H	3	1200	14	B	3455	3455
41	Her O	Her O	H	3	1200	14	B	3455	3455
42	Her O	Her O	H	3	1200	14	B	3455	3455
43	Her O	Her O	H	3	1200	14	B	3455	3455
44	Her O	Her O	H	3	1200	14	B	3455	3455
45	Her O	Her O	H	3	1200	14	B	3455	3455
46	Her O	Her O	H	3	1200	14	B	3455	3455
47	Her O	Her O	H	3	1200	14	B	3455	3455
48	Her O	Her O	H	3	1200	14	B	3455	3455
49	Her O	Her O	H	3	1200	14	B	3455	3455
50	Her O	Her O	H	3	1200	14	B	3455	3455
51	Her O	Her O	H	3	1200	14	B	3455	3455
52	Her O	Her O	H	3	1200	14	B	3455	3455
53	Her O	Her O	H	3	1200	14	B	3455	3455
54	Her O	Her O	H	3	1200	14	B	3455	3455

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General			Engine				Electrical System		Clutch	Gearset		Rear Axle		Gear Ratios		Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)						
	Standard Wheelbase (inches)	Tire Size		Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)		Fuel System	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model							Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location	
		Front (inches)	Rear (inches)																									
2 Ton—Con'd																												
Denby 33.....	144	36x3½	36x7	36x7	3½x5	22.5	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	29.0	Con	Tim 1520	Det	Ros	SAM	Fir	3740
Dixon.....	145	36x4	36x7	36x7	4x5½	22.5	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4450
Duplex A.....	160	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Eagle 104.....	2385	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Fagel 235.....	3300	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Forscher D.....	144	36x7	36x7	36x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Fulton C.....	1965	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Godfron 41.....	146½	36x8	40x8	40x8	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Grass Premier 70.....	2650	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Guider E.....	2075	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
G.W.W.....	2250	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Hahn K.....	2550	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Hahn K.....	1750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Indiana 20.....	1750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
International 43.....	130	36x7	36x7	36x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Kearns N1.....	136	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Keenworth M.....	3100	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Krebs 44.....	160	36x4	36x7	36x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Krebs 46.....	160	36x4	36x7	36x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
LeMoon GP-2.....	Opt	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Lueninghaus.....	145	36x4	36x7	36x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V1.....	162	36x4	36x7	36x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	162	36x4	36x7	36x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3300	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con	Tim 1520	Det	Ros	SAM	Fir	4400
Macar V3.....	3750	34x4	34x7	34x7	4x5½	25.6	L	PP	C	Lon	Zen	Eis	Bos	Ful	D	Ful	GU7	U-P	4	7.25	30.0	Con						

Model	Price	Engine	Transmission	Driveshaft	Chassis	Body	Color	Options	Notes
2 1/2 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
5/8 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
3/4 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/2 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
3/8 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/4 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/8 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/16 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/32 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/64 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/128 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/256 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/512 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1024 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/2048 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/4096 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/8192 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/16384 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/32768 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/65536 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/131072 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/262144 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/524288 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1048576 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/2097152 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/4194304 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/8388608 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/16777216 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/33554432 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/67108864 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/134217728 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/268435456 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/536870912 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1073741824 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/2147483648 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/4294967296 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/8589934592 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/17179869184 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/34359738368 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/68719476736 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/137438953472 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/274877906944 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/549755813888 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1099511627776 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/2199023255552 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/4398046511104 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/8796093022208 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/17592186044416 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/35184372088832 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/70368744177664 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/140737488355328 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/281474976710656 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/562949953421312 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1125899906842624 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/2251799813685248 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/4503599627370496 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/9007199254740992 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/18014398509481984 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/36028797018963968 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/72057594037927936 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/144115188075855872 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/288230376151711744 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/576460752303423488 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1152921504606846976 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/2305843009213693952 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/4611686018427387904 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/9223372036854775808 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/18446744073709551616 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/36893488147419103232 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/73786976294838206464 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/147573952589676412928 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/295147905179352825856 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/5902958103587056517056 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/11805916207174113034112 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/23611832414348226068224 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/47223664828696452136448 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/94447329657392904272896 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/188894653146785808545792 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/377789306293571617091584 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/755578612587143234183168 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1511157225774286468366336 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/3022314451548572936732672 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/6044628903097145873465344 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/12089257806194291746930688 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/24178515612388583493876176 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/48357031224777166987752352 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/96714062449554333975504704 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/193428124899108667911009408 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/386856249798217335822018816 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/773712499596434671644037632 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1547424999192869343288075264 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/3094849998385738686576150528 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/6189699996771477373152301056 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/12379399993542954746304621112 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/24758799987085909492609242224 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/49517599974171818985218484448 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/99035199948343637970436968896 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/198070399896687275940873937792 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/396140799793374551881747875584 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/792281599586749103763495751168 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/1584563191173498207526991022336 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/3169126382346996415053982044672 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/6338252764693992830107964089344 Ton	3350	156	36x10	36x10	36x10	36x10	36x10	36x10	36x10
1/12676505529387985660215928178688 Ton	3350	156	36x10	36x10	36x10	36x10			

For full name and address of manufacturer and information regarding complete line see page 51

[illegible]

4. To

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General			Engine					Electrical System		Clutch	Gearset		Rear Axle		Gear Ratios		Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Chassis Weight (lbs.) (stripped)							
	Standard Wheelbase	Tire Size §§		Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Governor (Make)	Radiator (Make)	Fuel System			Ignition System	Generator and Starter (Make)	Type	Make and Model	Location	No. of Forward Speeds						Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location
		Front (inches)	Rear (inches)						Carburetor (Make)	Fuel Feed																			
5 Ton																													
Aome 90L	177	36x51	40x51	Con B-5	4 3/8 x 6	36.1	L	FP	Dup	G&O	Ray	Eis	Delt	R&B	D	Cot S	A	4	Blo	Tim 6660	W	8.75	45.5	A	Tim 1630B	Det	Ros	Tim	8160
Amer. LaFrance V	5500	Opt	40x67	Own 5R	5 x 6	36.1	L	FP	Own	Own	Zen	Bos	Own	Own	D	Own 5R	A	4	Own	Own 5R	W	10.0	54.5	B	Own 5R	Mer	Ros	Day	8160
Atterbury 24E	5500	174	40x71	Own B-7	4 1/2 x 6 1/2	36.1	L	SP	Pie	Own	Zen	Bos	Own	Own	D	Own B	A	7	Own	Own B	R	11.6	110.7	A	Own B	Del	Ros	Hoo	8160
Autocar M	120	34x6	36x14	Own Y	4 1/2 x 5 1/2	28.9	L	SP	Pha	Own	Str	Bos	Own	Own	D	Own Y	A	4	Own	Own Y	R	9.80	72.1	A	Own Y	Del	Ros	Hoo	7200
Autocar L	156	36x6	36x14	Own Y	4 1/2 x 5 1/2	28.9	L	SP	Pha	Own	Str	Bos	Own	Own	D	Own Y	A	4	Own	Own Y	R	9.80	72.1	A	Own Y	Del	Ros	Hoo	7200
Available L5	190	36x6	40x12	Wau EU	5 x 6 1/2	33.7	L	PP	Wau	Chi	Str	Bos	Own	Own	D	Wau EU	A	4	Own	Wau EU	W	11.3	60.6	A	Wau EU	Tut	Ros	Spi	9200
Biederman	180	36x7	36x14	Con B-6	3 3/4 x 5	33.7	L	PP	Han	Own	Zen	Bos	Own	Own	D	Con B-6	A	4	Own	Con B-6	W	11.3	60.6	A	Con B-6	Tut	Ros	Spi	9200
Brookway T15	174	36x6	40x14	Con B-7	5 x 6	52.5	L	FP	Pha	Bus	Zen	Eis	Own	Own	D	Con B-7	A	4	Own	Con B-7	W	10.33	60.6	A	Con B-7	She	Ros	Day	9800
Brookway T15	170 3/4	36x6	40x14	Con B-7	5 x 6	52.5	L	FP	Pha	Bus	Zen	Eis	Own	Own	D	Con B-7	A	4	Own	Con B-7	W	10.33	60.6	A	Con B-7	She	Ros	Day	9800
Clinton 120L	5140	204	36x61	Bud BTU	5 x 6 1/2	40.0	L	PP	K.P.	Own	Zen	Bos	Own	Own	D	Bud BTU	A	4	M-E	Tim 6760	W	8.80	47.1	A	Tim 1732B	Per	Ros	SKM	9400
Clinton 120L M	5250	204	36x6	Bud BTU	5 x 6 1/2	40.0	L	PP	K.P.	Own	Zen	Bos	Own	Own	D	Bud BTU	A	4	M-E	Tim 6760	W	8.80	47.1	A	Tim 1732B	Per	Ros	SKM	9400
Clydesdale 2	176	36x7	40x71	Con B-5	4 3/8 x 6	36.1	L	PP	Own	McC	Str	Bos	Own	Own	D	Con B-5	A	7	Spi	Tim 6760	W	11.6	110.8	A	Tim 1732B	Per	Ros	SKM	9400
Corbett AA	178	36x6	40x67	Con B7	5 x 6	40.0	L	PP	Sim	McC	Str	Bos	Own	Own	D	Con B7	A	7	Spi	Tim 6760	W	13.0	96.0	A	Tim 1732B	Per	Ros	SKM	9400
Day-Elder L	170 3/4	36x6	36x71	Bud BTU	5 x 6 1/2	40.0	L	PP	Sim	McC	Str	Bos	Own	Own	D	Bud BTU	A	7	Spi	Tim 6760	W	13.0	96.0	A	Tim 1732B	Per	Ros	SKM	9400
Day-Elder L	170 3/4	36x6	36x71	Bud BTU	5 x 6 1/2	40.0	L	PP	Sim	McC	Str	Bos	Own	Own	D	Bud BTU	A	7	Spi	Tim 6760	W	13.0	96.0	A	Tim 1732B	Per	Ros	SKM	9400
Denby 210	170	36x6	40x67	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	10.2	54.8	A	Tim 1732B	Per	Ros	SKM	9400
Diamond T S	180	36x6	40x67	Hin Class B	4 3/8 x 6	36.1	L	PP	Hin	G&O	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	12.5	62.7	A	Tim 1732B	Per	Ros	SKM	9400
Dixon	4490	160	36x12	Con L-4	4 1/2 x 6 1/2	32.4	L	FP	Pha	G&O	Zen	Bos	Own	Own	D	Con L-4	A	8	Spi	Tim 6666	W	11.66	62.38	A	Tim 1732B	Det	Ros	SKM	9400
Federal X-2	163	36x6	40x67	Con B-5	4 3/8 x 6	36.1	L	FP	Pha	G&O	Zen	Bos	Own	Own	D	Con B-5	A	8	Spi	Tim 6666	W	10.2	60.0	A	Tim 1630B	S.P	Ros	SKM	9400
Garford 68D	162	36x51	40x12	Bud BTU	5 x 6 1/2	40.0	L	PP	McC	Own	Str	Eis	Own	Own	D	Bud BTU	A	4	Spi	Tim 6760	W	8.80	47.1	A	Tim 1730	Mar	Ros	Day	9350
Gary B50	4850	162	36x6	Own K101	4 1/2 x 6	32.4	L	FP	Own	McC	Str	Eis	Own	Own	D	Own K101	A	4	Spi	Tim 6760	W	11.6	56.4	A	Tim 1730	Mar	Ros	Day	9350
G.M.C. K-101A	183	36x5	40x12	Own K101	4 1/2 x 6	32.4	L	FP	Own	McC	Str	Eis	Own	Own	D	Own K101	A	4	Spi	Tim 6760	W	11.6	56.4	A	Tim 1730	Mar	Ros	Day	9350
G.M.C. K-101B	183	36x5	40x12	Own K101	4 1/2 x 6	32.4	L	FP	Own	McC	Str	Eis	Own	Own	D	Own K101	A	4	Spi	Tim 6760	W	11.6	56.4	A	Tim 1730	Mar	Ros	Day	9350
Gottfredson 100	169	36x6	40x14	Bud BTU	5 x 6 1/2	40.0	L	PP	Sim	McC	Str	Eis	Own	Own	D	Bud BTU	A	7	Own	Tim 6760	W	10.0	86.0	A	Tim 1632B	Own	Ros	Day	9120
Grann-Berns n.50	168	36x6	40x14	Bud BTU	5 x 6 1/2	40.0	L	PP	Sim	McC	Str	Eis	Own	Own	D	Bud BTU	A	7	Own	Tim 6760	W	10.0	86.0	A	Tim 1632B	Own	Ros	Day	9120
Grunder K-6	5250	170	36x6	Bud BTU	5 x 6 1/2	40.0	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Bud BTU	A	4	M-E	Tim 6760	W	10.5	62.0	B	Tim 1732B	Det	Ros	Day	9120
Hahn M	4250	152	36x5	Con L4	4 1/2 x 5 1/2	32.4	L	FP	Pha	Chi	Str	Bos	Own	Own	D	Con L4	A	4	M-E	Tim 6760	W	9.00	62.0	B	Tim 1732B	Det	Ros	Day	9120
Hahn M2	4750	174	36x5	Con L4	4 1/2 x 5 1/2	32.4	L	FP	Pha	Chi	Str	Bos	Own	Own	D	Con L4	A	4	M-E	Tim 6760	W	9.00	62.0	B	Tim 1732B	Det	Ros	Day	9120
Indiana 51	182	36x6	40x12	Wau EU	5 x 6 1/2	40.0	L	PP	Wau	McC	Str	Eis	Own	Own	D	Wau EU	A	7	Spi	Tim 6666	W	8.75	54.8	A	Tim 1630	Mer	Ros	Opt	9200
Indiana 52	182	36x6	40x12	Wau EU	5 x 6 1/2	40.0	L	PP	Wau	McC	Str	Eis	Own	Own	D	Wau EU	A	7	Spi	Tim 6666	W	8.75	54.8	A	Tim 1630	Mer	Ros	Opt	9200
International 103	160	36x5	40x14	Wau EU	5 x 6 1/2	40.0	L	PP	Wau	McC	Str	Eis	Own	Own	D	Wau EU	A	7	Spi	Tim 6666	W	10.2	96.9	A	Tim 1730	Bea	Who	Smi	9310
Kearns TF	160	36x6	40x14	Wau EU	5 x 6 1/2	40.0	L	PP	Wau	McC	Str	Eis	Own	Own	D	Wau EU	A	7	Spi	Tim 6666	W	10.2	96.9	A	Tim 1730	Bea	Who	Smi	9310
Kenworth RS	5500	178	36x6	Wis VAU	4 1/2 x 6	32.4	L	SP	Pha	Own	Zen	Bos	Own	Own	D	Wis VAU	A	4	Own	Tim 6760	W	11.0	69.9	B	Tim 1730	She	Ros	Day	7580
King Zeltzer	4520	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A	4	Spi	Tim 6760	W	8.75	89.0	A	Tim 1732B	Lah	Ros	Smi	8400
Kirsch Goliath	4380	168	36x7	Con B5	4 3/8 x 6	36.1	L	PP	Pha	Own	Zen	Bos	Own	Own	D	Con B5	A												

5 1/2, 6 and 7 Ton

41

[illegible]

DETAILED MOTOR BUS SPECIFICATIONS: This Table Comprises Motor Bus

Line Number	MAKE AND MODEL	GENERAL						ENGINE						ELECTRICAL SYSTEM						NORMAL SPEED					
		Seating Capacity	Chassis Price	Weights				Tread	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Rated Horse Power N.A.C.C.	Valve Arrangement	Oiling System	Radiator Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Battery		Voltage and Amp. Hr. Cap.	High M. P. H.	Low M. P. H.
				Chassis Only	Chassis with Body	Recommended Body Allowance	Wheelbase														Make	Model			
1	Ace C.	30	4850	6500	11500	5000	204	70	80 1/2	80 1/2	Cont 7T	6-4 1/2 x 5 1/4	40.8	I	PC	Own	Zen	V	Eis	Rem	USL	3HVX8X	6-110	35	6.0
2	Acme 116.	16	4910	8460	180	58	58	58	58	58	Cont 6B	6-3 3/4 x 5	33.7	L	PC	Per	Zen	V	Eis	Del	Wil	SJRT-6	6-153	45	...
3	Acme 118.	20	5110	9280	205	58	58	58	58	58	Cont 6B	6-3 3/4 x 5	33.7	L	PC	Pen	Zen	V	Eis	Del	Wil	SJRT-6	6-153	45	...
4	Bridgeport 45.	30	3850	5500	178	60	72	60	72	60	Buda EBU	4-4 1/2 x 5	28.9	L	PC	Own	Zen	V	Eis	Bos	Wil	3XE15-1	12-220	42	10.0
5	Brockway FB.	18	3850	6350	2500	153	58	58	58	58	Wisc SU	4-4 x 5	25.6	I	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	45	11.0
6	Brockway EB4.	18	4000	6400	2500	153	58	58	58	58	Wisc 6Y	6-3 3/4 x 5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	45	8.5
7	Brockway H.	22	4975	7975	3000	164	60	65 1/2	60	65 1/2	Cont 6B	6-3 3/4 x 5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	35	6.0
8	Brockway J.	25	6585	10585	4000	185	66 1/2	71	66 1/2	71	Cont 6B	6-3 3/4 x 5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	35	6.0
9	Clinton 55B.	30	4075	5925	8700	2725	184	58 1/2	58 1/2	58 1/2	Buda EBU	4-4 1/2 x 5 1/4	28.9	L	PC	Own	Zen	V	Bos	Bos	Pol	611SHK	6-90	30	3.0
10	Clinton 55BS.	35	4800	6600	9600	3000	220	68	76 3/4	76 3/4	Buda YBU	4-4 1/2 x 6	32.4	L	PC	Own	Zen	V	Bos	Bos	Pol	611KPC	6-130	35	3.0
11	Commerce 60.	25	5000	...	...	3000	329	68	75	75	Cont 6B	6-3 3/4 x 5	33.7	L	PC	Lon	Zen	V	Bos	Bos	Wil	SJRT30	6-153	35	6.0
12	Commerce 65.	29	6000	...	...	3500	242	68	75	75	Cont 14H	6-4 1/2 x 5 3/4	48.6	L	PC	Lon	Zen	V	Bos	L-N	Wil	SJRT 30	12-153	35	5.0
13	Concord	25	...	...	...	...	196	58 1/2	58 1/2	58 1/2	Buda Bus	6-4 x 5 1/2	38.0	L	PC	Bus	Zen	V	Bos	L-N	Exi	6LXRE13-3	12-240	42	...
14	Day-Elder 20.	...	5200	7700	2500	168	56	56	56	56	Buda KBU	4-4 x 5 1/4	25.6	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	10.0
15	Day-Elder 25.	...	5600	8600	3000	180	58	58 1/2	58 1/2	58 1/2	Cont 6B	6-3 3/4 x 5	33.7	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	7.0
16	Day-Elder 30.	...	7000	11000	4000	196	68 1/2	74	74	74	Buda BUS	6-4 x 5 1/2	38.4	L	PC	Bus	Zen	V	Eis	L-N	Wil	SJRT6	12-153	35	7.0
17	Duplex FB.	23	5500	...	...	3000	181	58	72	72	Buda EBU	4-4 1/2 x 5 1/4	28.9	L	PC	Mod	Zen	V	Eis	Wes	Pol	...	6-220	35	10.0
18	Fagel Parlor Car.	22	6000	6770	10550	...	130	72	78 1/4	78 1/4	Bus 75	4-4 1/2 x 5 1/2	43.6	I	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
19	Fagel Street Car.	29	5300	6480	10000	...	218	70	78 1/4	78 1/4	Bus 50	4-4 1/2 x 5 1/2	28.9	I	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
20	Federal.	25	5450	...	2500	190	60	60	60	60	Cont 6B	6-3 3/4 x 5	33.7	L	PC	Mod	Zen	V	Eis	Rem	Exi	3LA 14L	6-185	35	6.0
21	Fifth Ave. J.	25	5850	8530	2780	172	67 1/2	71 1/2	71 1/2	71 1/2	Yell EZ	4-4 x 6	25.6	X	PC	Own	Zen	V	Eis	N-E	Wil	STRN27	12-90	30	7.5
22	Fifth Ave. L.	55	4800	6850	12040	5190	174 3/4	67	77 1/2	77 1/2	Yell EZ	4-4 x 6	25.6	X	PC	Own	Zen	V	Eis	N-E	Wil	STRN27	12-90	27	5.0
23	Garford 51D.	29	6500	9900	3400	187	68	80	80	80	Buda YBU	4-4 1/2 x 6	32.4	I	PC	Own	Str	V	Spl	Rem	Wil	STRN6	6-190	35	5.0
24	Garford KB.	17	3600	6000	2400	180	58	58 1/2	58 1/2	58 1/2	Wisc Y	6-3 3/4 x 5	27.3	I	FP	Lon	Zen	V	A-L	A-L	Wil	SJRT-5	6-135	35	7.3
25	Garford CB.	29	6900	11300	4400	220	72	76	76	76	Wisc Z	6-4 1/2 x 5	48.6	I	FP	Lon	Zen	V	Spl	L-N	Wil	SJRT-30	12-153	57	11.9
26	Gary 45B.	40	4750	...	...	...	220	68	72	72	Bud GL6	6-4 1/2 x 6	48.6	I	FP	Chi	Str	V	Rem	Rem	Exi	6LXC11-1	12-80	30	5.0
27	Graham Bros. YB.	20	1760	3550	6200	158	56	57 1/2	57 1/2	57 1/2	Dodge	4-3 1/2 x 4 1/2	24.0	L	PS	McC	Ste	V	N-E	N-E	Exi	6LXC11-1	12-80	30	5.0
28	Grass Premier ZR3.	22	5200	5150	8600	3500	200	70	76 1/2	76 1/2	Wau	6-4 1/2 x 5 3/4	45.9	L	PC	Chi	Str	V	Eis	Ros	Exi	...	6	40	2.0
29	Guilder 20.	17	2500	3650	...	152	...	...	...	...	Cont 8R	6-3 3/4 x 4 1/2	27.3	...	...	G&O	Zen	V	...	Bos	...	...	...	...	...
30	Guilder 36.	25	4850	6000	...	204	...	...	...	...	Buda Bus	6-4 x 5 1/2	38.0	...	...	G&O	Zen	V	...	L-N	...	...	...	...	...
31	International SL.	16	4500	5200	7780	2400	150	56	56 1/2	56 1/2	Lyc Spec	4-3 1/2 x 5	19.6	L	PC	Own	G	Con	A-L	Pol	...	6-100	35	...	
32	Kissel	18	4500	5200	7780	2400	150	56	56 1/2	56 1/2	Own 4-36	4-4 1/2 x 5 1/4	28.9	L	PC	Spa	Str	V	Bos	Rem	Wil	SJRT6	6-153	40	...
33	Larrabee X-2.	16	1910	3450	4850	1400	155	56	56	56	Cont 8R	6-3 3/4 x 4 1/2	27.3	L	PC	Fed	Zen	V	Bos	Bos	Exi	3XE15	6-80	40	8.0
34	Larrabee XH3.	21	3600	4670	7670	3000	186	62	66	66	Cont 6B	6-3 3/4 x 5	33.7	L	PC	Fed	Zen	V	Bos	Bos	Exi	36XRE25	6-240	35	7.0
35	Maccar	...	7500	12000	4500	228 3/4	73	77	77	77	Buda Bus	6-4 x 5 1/2	38.4	L	PC	Bus	Str	V	DJ	Bos	Pol	617KPK	6-240	40	7.5
36	Mack AB.	25	4650	...	...	196	68	68 3/4	68 3/4	68 3/4	Own AB	4-4 1/2 x 5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
37	Mack AB.	29	4750	...	...	225	68	68 3/4	68 3/4	68 3/4	Own AB	4-4 1/2 x 5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
38	Mack AB.	25	4750	...	...	230	68	68 3/4	68 3/4	68 3/4	Own AB	4-4 1/2 x 5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
39	Mason Road King C.	21	2150	3900	7400	3500	168	56	56	56	Her OX	4-4 x 5	25.6	L	PC	Fed	Zen	V	A-L	A-L	USL	3HVX8X	6-166	35	7.5
40	Master.	30	...	6000	9500	3500	194	59	59	59	Buda EBU	4-4 1/2 x 5 1/4	28.9	L	PC	Chi	Zen	V	Eis	Wes	Wil	...	12-	25	5.0
41	Menominee T.	16	4290	6400	2600	175	60	58	58	58	Wisc Y	6-3 3/4 x 5	27.3	L	PC	Own	Zen	V	Rem	Rem	Wil	SJRT6	6-153	38	...
42	Menominee DB.	25	6020	9100	3200	186	68	73	73	73	Wisc TAU	4-4 x 6	25.6	L	PC	Own	Zen	V	Eis	Bos	Wil	SJRT6	6-153	32	6.0
43	Moreland RC.	16	2280	3850	5850	2000	180	56	57 1/2	57 1/2	Herc OXB	4-4 x 5	25.6	L	PC	Own	Zen	V	Spl	A-L	Hob	6HTXR15A	6-140	25	...
44	Moreland EC.	20	3780	4590	7590	3000	178	61	58	58	Cont K4	4-4 1/2 x 5 1/4	27.3	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	...
45	Moreland AC.	25	4700	5660	9160	3500	187	68	69	69	Cont L4	4-4 1/2 x 5 1/2	32.5	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	...
46	Pierce-Arrow Z.	25	4600	6100	9100	3000	196	68	75 1/2	75 1/2	Own	6-4 x 5 1/2	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRN6	6-150	50	3.0
47	Pierce-Arrow Z.	30	4750	6200	9700	3500	220	68	75 1/2	75 1/2	Own	6-4 x 5 1/2	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRN6	6-150	50	3.0
48	Reo W Sedan.	16	2350	3700	7250	3500	176	56	57 1/2	57 1/2	Own W	6-3 3/4 x 5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
49	Reo W Street Car.	21	2525	3860	7360	3500	176	56	57 1/2	57 1/2	Own W	6-3 3/4 x 5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
50	Republic 81.	15	...	...	2000	185	60	58	58	58	Lyc	4-4 x 5	25.6	L	PC	Own	Str	V	Bos	Bos	USL	...	6-109	35	...
51	Ruggles 60.	21	4500	6300	...	180	56	69 1/2	69 1/2	69 1/2	Wisc	6-3 3/4 x 5	27.3	I	FP	Per	Zen	V	Rem	Rem	Wil	...	6-200	45	5.0
52	Ruggles 70.	25	5500	8800	...	218	69	72	72	72	Wisc	6-4 1/2 x 5	48.6	I	FP	Per	Zen	V	Rem	Rem	Wil	...	6-200	45	5.0
53	Safeway Six Wheeler	27	...	...	...	224	68	78	78	78	Cont 6B	6-3 3/4 x 5	33.7	L	...	...	Str	V	Eis	N-E	Wil	...	12-152	...	...
54	Schacht	25	5900	...	4000	197	67 1/2	84 3/4	84 3/4	84 3/4	Wisc Z	6-4 1/2 x 5	48.6	L	FP	Own	Str	V	RB	N-E	Alc	AF11	12-175	55	...
55	Selden Pacemaker.	18	2350	3650	...	200	162	56	56	56	Cont 8R	6-3 3/4 x 4 1/2	33.7	L	PC	Own	Str	V	N-E	N-E	Wil	SJRT 30	12-153	5	

Chassis Which Are Designed and Sold Exclusively for Passenger Transportation

Line Number	TRANSMISSION				REAR AXLE				TIRES AND WHEELS				DIMENSIONS (In.)									
	Clutch		Gearset		Final Drive		Gear Ratio		Tires (in.)		Wheels—Make		Overall		Clearance from Ground							
	Type and Make	Make and Model	Location	Number of Forward Speeds	Make	Type	Total in High	Total in Low	Service Brake Type & Location	Front Axle Make and Model	Steering Gear Make	Front	Rear	Floor Height	Turning Radius	Length	Width	Clearance from Ground				
1	D. B. L.	B. L. 60	U	4	U-M	Tim 6516	Wo	F	5.4	26.6	I-R	Tim 1550	Ros	36x6	38x7	Day	Fir	27 1/2	34	316	90	9 1/2
2	D. B. L.	B. L. 51	U	4	Blo	Clas B6000	.....	1/2	5.5	26.4	I-R	Shu	Ros	34x7*	34x7*	Smi	Fir	21 1/2	.....	259	83 1/2	9 1/2
3	D. B. L.	B. L. 51	U	4	Blo	Clas B6000	.....	1/2	5.5	26.4	I-R	Shu	Ros	34x7*	34x7*	Smi	Fir	21 1/2	.....	276	83 1/2	9 1/2
4	D. B. L.	B. L. 50	U	4	Spi	Tim 6560	Wo	F	6.7	.....	I-R	She Spec	Ros	36x6*	36x6*	Bud	.....	31 1/2	.....	.....	.....	.....
5	D. B. L.	R. L. 30	U	3	Spi	Col 53000	B	3/4	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28 1/2	28	243	64	9
6	D. B. L.	B. L. 30	U	3	Spi	Col 53000	B	3/4	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28 1/2	28	243	64	9
7	D. B. L.	B. L. 50	U	3	Spi	Tim 5816	B	1/2	5.8	.....	.....	Shu 5550	Ros	33x5	33x5	Bud	Fir	30	30	256	74	8 1/2
8	D. B. L.	B. L. 55	U	4	Spi	(Clas 31)	Wo	D	7.0	.....	.....	Shu 610B	Ros	36x6	36x6	Bud	Fir	27 1/2	32	295 1/2	90	7 1/2
9	D. B. L.	B. L. 55	U	4	M-E	Tim 5566	Wo	F	6.5	34.8	I-R	Tim 1544B	Ros	36x6*	36x6*	Bud	Fir	30	37	270	75 1/2	9 1/2
10	D. B. L.	B. L. 55	U	4	M-E	Tim 5516	Wo	F	6.7	36.1	I-R	Tim 1550	Ros	36x6	36x6	Bud	Fir	26	40	286	90	7
11	B. L. 70	B. L. 60H	U	4	Blo	Tim 5516	Wo	F	6.8	27.2	I-R	Tim 1550	Ros	36x6	36x6	MM	Fir	20 1/2	307	88 7/8	7	7
12	B. L. 70	B. L. 60H	U	4	Blo	Tim 5516	Wo	F	5.4	21.6	I-R	Tim 1550	Ros	36x6	36x6	MM	Fir	20 1/2	320	88 7/8	7	7
13	D. B. L.	B. L. 51	U	4	Spi	Tim 5566	Wo	F	6.0	.....	.....	Tim 1544	Ros	36x6	36x6	Bud	Fir	32	30	246 1/2	70 1/2	11
14	D. B. L.	B. L. 35	U	3	Spi	Tim 6462	Wo	1/2	6.5	21.8	I-R	Tim 1526	Gem	36x6*	38x7*	Van	Fir	32	30	260	75 1/2	12
15	D. B. L.	B. L. 51	U	4	Spi	Tim 5566	Wo	F	6.7	36.1	I-R	Tim 1544	Gem	36x6*	40x8*	Bud	Fir	25	27	293	90	10 1/2
16	D. B. L.	B. L. 51	U	4	Spi	Huck 85	R	F	5.7	30.6	I-R	She D 445	Gem	36x6*	36x6*	Bud	Fir	27	28	268	82	9
17	D. B. L.	B. L.	U	4	Pet	Vul 4	Wo	F	6.5	32.1	I-R	Shu	Ros	34x5	34x5	Mot	Fir	27	28	293	82	9
18	D. B. L.	B. L. 55	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1550	Ros	36x6*	36x6*	Bud	.....	20 1/2	38 1/2	342	89	7 1/2
19	D. B. L.	B. L. 50	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1524	Ros	36x6*	36x6*	Bud	.....	22 1/2	38	339	89	7 1/2
20	P. B. & B.	Det R400	S	4	Spi	Tim 5566	Wo	F	6.7	39.8	.....	Own	Gem	36x6*	36x8*	Smi	Fir	30	28	266 3/4	.....	10
21	P. Own	Own J	S	4	Sne	Tim 6412	Wo	1/2	5.4	21.6	I-R	Tim 1523	Ros	36x6*	36x6*	Bud	.....	29 1/2	33	277	87 1/2	7
22	P. Own	Own L	S	4	Sne	Own L	Wo	1/2	6.6	.....	E-D	Own L	Ros	36x5 1/2	36x5 1/2	Own	.....	25	33	296	90	6
23	D. Own	Own 51D	S&U	8	Spi	Tim 6511G	Wo	F	5.4	26.1	I-R	Tim 1550	Ros	36x6*	36x6*	.....	Fir	28 1/2	30	295	91	7
24	D. B. L.	B. L. 31	U	3	U-M	Tim 5516H	B	1/2	5.3	21.3	I-F	Tim 2341H	Lav	32x6	32x6	Day	Fir	23	28	.....	84	9
25	D. B. L.	B. L. 60S	U	4	Spi	Tim	Wo	F	4.8	16.7	I-F	Tim 1560C	Ros	36x6	36x6*	Bud	Fir	23	35	.....	.....	6 1/2
26	Ful	Ful	U	4	Spi	Tim	Wo	F	.....	.....	.....	Tim	Ros	36x6*	36x6*	Bud	Fir	26	.....	298	.....	.....
27	D. Dodge	Dodge	U	3	UP	Own	SP	1/2	6.3	26.3	I-R	Tim 1760A	Dodge	32x6	34x7	Smi	Fir	26	29 1/2	252 1/2	87 1/2	10
28	D. B. L.	B. L. 51	S	7	Spi	Tim 6566	Wo	1/2	4.6	.....	I-F	Con	Ros	32x6	32x6*	Van	Fir	22	33	298	89	7
29	D. B. L.	B. L. 31	U	3	.....	.....	.....	.....	.....	.....	.....	Shu 5410	Ros	36x5	33x5	Bud	.....	25	.....	.....	.....	.....
30	D.	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	Ros	36x6	36x6*	Bud	.....	26	.....	.....	.....	.....
31	D. Mun	Mun	U	3	Own	Eat	Wo	F	5.4	.....	I-R	Eat	Own	33x5	33x5	Own	.....	24	.....	217	56	.....
32	D. B. L.	B. L. 35	U	1	Spi	Sal D	Wo	1/2	5.8	19.0	I-R	Shu 610	Ros	34x7*	34x7*	Whi	Gdy	24	.....	252	70	8
33	D. B. L.	B. L. 31	U	3	Sne	Sal D	Wo	1/2	7.7	27.6	E-R	Sal	Gem	34x5	34x5	Ind	Fir	29	27	220	70	11
34	D. B. L.	B. L. 31	U	3	Spi	She	Wo	1/2	5.5	26.4	I-R	Shu 5550B	Ros	32x6	32x6*	Bud	.....	25	28	262	86	9
35	D. B. L.	B. L. 55	U	4	Spi	Huck 85	R	F	6.65	35.8	I-R	She D 445	Ros	34x7	34x7*	Bud	Fir	27 1/2	41	312 1/2	92 1/2	7 1/2
36	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	25 1/2	32	317 1/2	78 1/2	8 1/2
37	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	25 1/2	32	317 1/2	78 1/2	8 1/2
38	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	27 1/2	32	307 1/2	78 1/2	10 1/2
39	B&B	Cam	U	3	U-M	Phi	SP	1/2	5.3	21.5	E-R	Phi	Lav	30x5	30x5*	Bud	Fir	24	27	244 1/2	75	7 1/2
40	D. Ful	Ful GU7	A	4	Spi	Wal 25A	R	1/2	7.6	.....	I-R	Shu 610	Ros	36x6	40x8	StM	Fir	26	33 1/2	.....	.....	.....
41	D. Det	Cot AAU	U	3	Spi	Wis 40R60	R	1/2	.....	.....	I-R	.....	Ros	32x6*	32x6*	Ind	.....	23 1/2	28	.....	10	10
42	D-Det	Cot AU	U	4	Spi	Wis 120K	Wo	1/2	6.1	32.0	I-R	Tim 1550	Ros	36x6*	36x6*	Ind	Fir	26	30	256	86	7
43	D. B. L.	B. L. 30	U	3	Pet	Tim 5512	Wo	1/2	5.5	22.0	E-R	Tim 1250	Ros	32x6	32x6	Own	.....	23 1/2	.....	.....	.....	.....
44	D. B. L.	B. L. 51	U	4	Pet	Tim 6410	Wo	1/2	6.0	32.1	I-R	Tim 1550	Ros	34x5*	34x5*	Bud	.....	24 1/2	.....	.....	8 1/2	.....
45	D. B. L.	B. L. 51	U	4	Pet	Tim 6511	Wo	F	6.0	32.1	I-R	Tim 1550	Ros	36x6*	36x6*	Bud	.....	25 1/2	.....	.....	.....	.....
46	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x5 1/2	36x5 1/2	Day	.....	25	37 1/2	282	89 1/2	8
47	Own	Own W	U	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x5 1/2	36x5 1/2	Day	.....	28	40	303	89 1/2	8
48	Own	Own W	S	3	Own	Own W	SP	1/2	5.7	21.0	E-R	Own W	Own	32x6	34x7	Bud	.....	28 1/2	31	197	85	8 1/2
49	Own	Own W	S	3	Own	Own W	SP	1/2	5.7	21.0	E-R	Own W	Own	32x6	32x6*	Bud	.....	28 1/2	31	264 1/2	88 1/2	8 1/2
50	Ful	Ful	U	3	Spi	Eat	B	D	6.2	25.0	E-D	Eat	Jac	34x7	34x7	Van	Fir	21	.....	270 1/2	67 1/2	7 1/2
51	D. B. L.	B. L. 4	U	4	.....	Col FF	B	F	.....	.....	.....	Col	Jac	30x5	30x5	Bud	.....	.....	.....	.....	.....	.....
52	D. B. L.	B. L. 4	U	4	.....	Wis FF	B	F	.....	.....	.....	She	Jac	32x6	32x6	Bud	.....	.....	.....	.....	.....	.....
53	B-L	B-L	U	4	Blo	Tim 6420	Wo	F	.....	.....	I-R	Tim 1550	Ros	34x7	34x7	Bud	.....	.....	.....	.....	.....	.....
54	D. Ful	Own	A	8	Blo	Wis	R	1/2	6.0	30.0	I-F	Shu	Ros	36x6*	36x6*	Bud	Fir	24 1/2	33 1/2	.....	91 1/2	7 1/2
55	D. B. L.	B. L. 31	U	3	Blo	Clas 501	B	1/2	Opt.	Opt.	.....	Shu	Ros	32x6	32x6	Van	.....	24	.....	.....	Opt.	7 1/2
56	D. B. L.	B. L.	U	4	Spi	Tim	Wo	F	7.7	31.0	I-R	Tim	Gem	36x5	36x5	Arc	Fir	29 1/2	33	306	91	7
57	D. B. L.	B. L. 50	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1554B	Ros	36x6*	36x6*	Bud	.....	.....	.....	.....	.....	.....
58	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6*	Bud	.....	.....	.....	.....	.....	.....
59	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6*	Bud	.....	.....	.....	.....	.....	.....
60	D.	.....	U	4	.....	.....	.....	.....	.....	.....	.....	.....	Ros	32x6	32x6*	Bun	.....	.....	.....	.....	.....	8
61	D.	.....	U	4	.....	.....	.....	.....	.....	.....	.....	.....	Ros	32x6	32x6*	Bud	.....	.....	.....	.....	.....	8
62	D. Ful	Ful HU-16	U	4	Spi	Tim 6518B2	Wo	R	4.8	30.2	I-R	Tim 1560B2	Ros	36x6*	36x6*	Bud	.....	22	.....	310	90	7
63	Ful	Ful 4	U	.....	.....	Wis SF	R	SP	.....	.....	.....	Tim	Jax	32x6	32x6*	Bud	.....	.....	.....	.....	.....	.....
64	Ful	Ful 4	U	.....	.....	Clas SF	R	SP	.....	.....	.....	Shu	Jax	34x7	34x7	.....	.....	.....	.....	.....	.....	.....
65	D. B. L.	B. L. 35	U	4	Blo	Wis 66C	Wo	F	5.8	.....	I-R	Shu 610	Ros	36x5	36x5	Whi	Fir	25	.....	265 1/2	84	7 1/2
66	D. B. L.	B. L. 55	U	4	Spi	Tim 6566	Wo	F	6.0	32.1	I-R	Col	Ros	36x6*	36x6*	Bud	Fir	28	36	304	75 1/2	9 1/2
67	Own	Own 50A	U	4	Spi	Own 50A	R	F	4.6	23.2	E-D	Own 50A	Own	32x6	32x6*	Bud</						

KEY OF ABBREVIATIONS

Wheelbase:

*—More than one wheelbase furnished.

Tires:

§§—Unless marked otherwise all tires are solids.
 *—Pneumatics standard equipment.
 †—Pneumatics at Extra Cost.
 ‡—Dual on Rear.

Engine:

Bud—Buda Co., Harvey, Ill.
 Con—Continental M. Corp., Detroit, Mich.
 D—Head & Side
 GBS—Golden, Belknap & Swartz Co., Detroit, Mich.
 H—Overhead.
 HaS—Hall-Scott Motor Car Co., Berkeley, Cal.
 Her—Hercules M. Mfg. Co., Canton, Ohio.
 Himico—Hinkley Motors, Inc., Detroit, Mich.
 Hin—Hinkley Motors, Inc., Detroit, Mich.
 H-S—Herschell-Spillman Motor Co., North Tonawanda, N. Y.
 H-C—Holl Scott Motor Co., Berkeley, Cal.
 Jackson—Master Motor Truck Mfg. Co., Chicago, Ill.
 Kni—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
 L—L-Head.
 Lye—Lycoming M. Corp., Williamsport, Pa.
 Mid—Midwest Eng. Co., Indianapolis, Ind.
 FP—Full Pressure to all bearings including wrist pins.
 Overland—Willys-Overland Co., Toledo, O.
 PC—Pressure to all crankshaft and connecting rod bearings.
 PS—Pressure with splash.
 SP—Circulating splash.
 T—T-Head.
 Wau—Waukesha M. Co., Waukesha, Wis.
 Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
 Yell—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
 X—Sleeve.

Governor:

Con—Continental M. Corp., Detroit, Mich.
 Dup—Duplex Eng. Gov. Co., Brooklyn, N. Y.
 Han—Handy Gov. Co., Detroit, Mich.
 Hin—Hinkley Motors, Inc., Detroit, Mich.
 K. P.—K. P. Products Co., New York, N. Y.
 McK—E. R. Klemm, Chicago, Ill.
 Mon—Monarch Gov. Co., Detroit, Mich.
 Non—Not Supplied.
 Pha—Pharo Mfg. Co., Detroit, Mich.
 Pie—Pierce Governor Co., Anderson, Ind.
 Sim—Duplex Eng. Gov. Co., Brooklyn, N. Y.
 Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:

Bre—Bremer-Tully Mfg. Co., Chicago, Ill.
 Bus—Bush Mfg. Co., Hartford, Conn.
 Cor—Corcoran Mfg. Co., Cincinnati, Ohio.
 Chic—Chicago Mfg. Co., Chicago, Ill.
 E&M—English & Mersick Co., New Haven, Conn.
 Fed—Fedders Mfg. Co., Buffalo, N. Y.
 Fle—Flexo Mfg. Co., Los Angeles, Cal.
 G&O—G. & O. Mfg. Co., New Haven, Conn.
 Har—Harrison Rad. Corp., Lockport, N. Y.
 Idl—Ideal Sheet Metal Works, Chicago, Ill.
 Lon—Long Mfg. Co., Detroit, Mich.
 McC—McCord Rad. & Mfg. Co., Detroit, Mich.
 McK—McKinnon Dash Co., Buffalo, N. Y.
 Per—Racine Radiator Co., Racine, Wis.
 R-T—Rome-Turney Rad. Co., Rome, N. Y.
 S-J—Shotwell-Johnson Co., Minneapolis, Minn.
 Spl—Splittorf Electrical Co., Newark, N. J.
 Stn—Standard Radiator Co., Inc., Springfield, N. Y.
 US—U. S. Cartridge Co., Lowell, Mass.
 Whe—Wheeler Rad. & Mfg. Co., E. Cleveland, Ohio.

Fuel System:

Car—Carter Carburetor Co., St. Louis, Mo.
 Ens—Ensign Car. Co., Los Angeles, Cal.
 G—Gravity.
 Hol—Holley Carburetor Co., St. Louis, Mo.
 Joh—Johnson Co., Detroit, Mich.
 Mar—Marvel Carburetor Co., Flint, Mich.
 P—Pressure.
 Ray—Beneke & Kropf Mfg. Co., Chicago, Ill.
 Sco—Briscoe Devices Corp., Pontiac, Mich.
 She—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
 Ste—Detroit Lubricator Co., Detroit, Mich.
 Str—Stromberg Motor Devices Co., Chicago, Ill.
 Til—Tillotson Mfg. Co., Toledo, Ohio.
 V—Vacuum.
 Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical System:

†—Generator & Starter at Extra Cost.
 ‡—Starter not Supplied, Generator at Extra Cost.
 A-C—Allis-Chalmers Mfg. Co., Milwaukee, Wis.
 Apo—Apollo Magneto Corp., Apollo, Pa.

A-K—Atwater Kent Mfg. Co., Phila., Pa.
 A-L—Electric Auto-Lite Corp., Toledo, O.
 Ber—Erickson Mfg. Co., Buffalo, N. Y.
 Bij—Bijur Motor Appliance Co., Hoboken, N. J.
 Bos—American Bosch Magneto Co., Springfield, Mass.
 Con—Connecticut Telephone & Electric Co., Meriden, Conn.
 Del—Dayton Engin. Lab. Co., Dayton, Ohio.
 Dyn—Owen Dyneto Corp., Syracuse, N. Y.
 Eis—Eisemann Magneto Corp., Brooklyn, G&D—Gray & Davis, Boston, Mass.
 Kin—Kokomo Electric Co., Kokomo, Ind.
 K-W—K W Ignition Co., Cleveland, Ohio.
 L-N—Leece-Neville Co., Cleveland, O.
 N-E—North East Elec. Co., Rochester, N. Y.
 Non—Not Supplied.
 POL—Prest-O-Lite Co., Inc., Indianapolis, Ind.
 Rem—Remy Electric Co., Anderson, Ind.
 RBO—Robert Bosch Magneto Co., New York, N. Y.
 Sci—Scintilla Magneto Co., New York, N. Y.
 Sim—Simms Magneto Co., E. Orange, N. J.
 Spl—Splittorf Electrical Co., Newark, N. J.
 Wag—Wagner Elec. Mfg. Co., St. Louis, Mo.
 Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.
 USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.

Clutch and Gearset:

*—Other ratios optional.
 A—Amidships.
 B & B—Borg & Beck Co., Chicago, Ill.
 B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
 Cot—Cotta Transmission Corp., Rockford, Ill.
 Cov—Covert Gear Co., Lockport, N. Y.
 Det—A. J. Detlaiff Co., Detroit, Mich.
 D-G—Detroit Gear & Machine Co., Detroit, Mich.
 Dod—Dodge Brothers Co., Detroit, Mich.
 D-Disk.
 Dun—Dundore Mfg. Co., Reading, Pa.
 Durs—Durstion Gear Corp., Syracuse, N. Y.
 Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
 G-L—Grant Lee Gear Corp., Cleveland, O.
 Har—Hartford Auto Parts Corp., Hartford, Conn.
 Hin—Hinkley Motors, Inc., Detroit, Mich.
 Hoo—Hoosier Clutch Co., Muncie, Ind.
 H-S—Hele-Shaw, Merchant & Evans Co., Philadelphia, Pa.
 J—Unit with Jackshaft.
 Jum—Price Hollister Corp., Rockford, Ill.
 K—Cone.
 Lon—Long Mfg. Co., Detroit, Mich.
 M-E—Merchant & Evans Co., Phila., Pa.
 M-M—Mechanics Mach. Co., Rockford, Ill.
 Mun—Muncie Gear Works, Muncie, Ind.
 O—Disk in Oil.
 P—Plate.
 R—Rear Axle.
 U—Unit with Engine.
 W-G—Warner Gear Co., Muncie, Ind.

Universal:

B-G—Universal Machine Co., Bowling Green, Ohio.
 Blo—Blood-Bros. Mach. Co., Allegan, Mich.
 Det—Universal Products Co., Detroit, Mich.
 Har—Hartford Auto Parts Corp., Hartford, Conn.
 M-M—Mechanics Machine Co., Rockford, Ill.
 M-E—Merchant & Evans Co., Phila., Pa.
 Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
 Pic—Carl Pick Co., West Bend, Wis.
 Sne—Snead & Co., Jersey City, N. J.
 Spl—Spicer Mfg. Corp., S. Plainfield, N. J.
 The—Thermoid Rubber Co., Trenton, N. J.
 U-M—Universal Machine Co., Bowling Green, Ohio.
 U-P—Universal Products Co., Detroit, Mich.

Front and Rear Axles:

‡—Semi-Floating.
 ‡—Three-Quarter Floating.
 Atl—Atlas Axle Co., Wilmington, Del.
 Cla—Clark Equip. Co., Buchanan, Mich.
 Col—Columbia Axle Co., Cleveland, O.
 Con—Continental Axle Co., Edgerton, Wis.
 C—Chain.
 B—Straight Bevel.
 D—Dead.
 Eat—Eaton Axle Co., Cleveland, Ohio.
 Fil—Flint Motor Axle Co., Flint, Mich.
 F—Floating.
 Huc—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
 I—Internal Gear.
 LM—L. M. Axle Co., Cleveland, Ohio.
 P—Spur Gear.
 R—Double Reduction.
 Rus—Russell Motor Axle Co., Detroit, Mich.
 S—Spiral Bevel.
 Sal—Salisbury Axle Co., Jamestown, N. Y.

She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
 Shu—Shuler Axle Co., Inc., Louisville, Ky.
 Std—Standard Parts Co., Cleveland, O.
 Tim—Timken Detroit Axle Co., Detroit, Mich.
 Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
 Vul—Vulcan Motor Axle Co.
 Wal—Walker Axle Co., Chicago, Ill.
 W—Worm.
 Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:

A—Rear Wheels only.
 B—Drive Shaft and Rear Wheels.
 C—Front and Rear Wheel.
 D—Jackshaft and Rear Wheels.
 E-4 Wheel Brakes.

Springs:

Am—American Auto Parts Co., Detroit, Mich.
 Arm—General Motors Co., Pontiac, Mich.
 Bea—Beans Spring Co., Inc., Massillon, O.
 Bet—Betts Bros. Sp. Co., Inc., San Francisco, Cal.
 Cha—Champion Auto Sp. Co., St. Louis, Mo.
 Del—D. Delany & Son, Newark, N. J.
 Det—Detroit Steel Prod. Co., Detroit, Mich.
 G-C—Garden City Sp. Works, Chicago, Ill.
 Har—Harvey Sp. & Forging Co., Racine, Wis.
 I-C—Iron City Spring Co., Pittsburgh, Pa.
 Lig—Liggett Sp. & Axle Co., Monongahela, Pa.
 Mar—Maremont Mfg. Co., Chicago, Ill.
 Mat—Mather Spring Co., Toledo, O.
 Mer—E. R. Merrill Spring Co., New York.
 Pen—Penn Sp. Works, Baldwinville, N. Y.
 Per—Perfection Sp. Co., Cleveland, O.
 Phi—Phila. Sp. Works, Phila., Pa.
 P.S.—Point Sp. Co., Pittsburgh, Pa.
 She—Sheldon Axle & Sp. Co., Wilkes-Barre, Pa.
 S. S.—Standard Steel Sp. Co., Coraopolis, Pa.
 Ste—Sterling Spring Co., Pittsburgh, Pa.
 Tem—Temme Sp. Corp., Chicago, Ill.
 Tut—Tuthill Sp. Co., Chicago, Ill.
 U. S.—United States Sp. Co., Los Angeles, Cal.

Steering Gear:

CAS—C. A. S. Products Co., Columbus, O.
 Dit—Ditwiler Mfg. Co., Gallion, Ohio.
 Dod—Dodge Bros. Co., Detroit, Mich.
 Gem—Gemmer Mfg. Co., Detroit, Mich.
 Jac—Saginaw Products Co., Saginaw, Mich.
 Lav—Lavine Gear Co., Milwaukee, Wis.
 M-P—Muncie Gear Works Corp., Muncie, Ind.
 Ros—Ross Gear & Tool Co., Lafayette, Ind.
 Sag—Saginaw Products Co., Saginaw, Mich.
 Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:

Arc—Archibald Wheel Co., Lawrence, Mass.
 A-W—Auto Wheel Co., Lansing, Mich.
 Bet—Bethlehem Steel Co., Bethlehem, Pa.
 Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
 Bud—Budd Wheel Co., Phila., Pa.
 Cla—Clark Equip. Co., Buchanan, Mich.
 Day—Dayton Steel Foundry Co., Dayton, Ohio.
 Det—Detroit Panel & Plywood Co., Detroit, Mich.
 Dis—Disteel Wheel Corp., Detroit, Mich.
 Hay—Hayes Wheel Co., Jackson, Mich.
 Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
 Ind—Indestructible Wheel Co., Lebanon, Ind.
 Int—Interstate Foundry Co., Chicago, Ill.
 Jon—Jones, Phineas & Co., Newark, N. J.
 Kel—Kelsey Wheel Co., Detroit, Mich.
 MM—Michigan Malleable Iron Co., Detroit.
 Mot—Motor Wheel Corp., Lansing, Mich.
 Mun—Muncie Wheel Co., Muncie, Ind.
 Nor—Northern Wheel Corp., Alma, Mich.
 Pru—Prudden Wheel Co., Lansing, Mich.
 Roy—Royer Wheel Co., Aurora, Ind.
 Sch—Schwarz Wheel Co., Phila., Pa.
 Smi—Smith Wheel, Inc., Syracuse, N. Y.
 StM—St. Marys Wheel Co., St. Marys, O.
 Std—Standard Wheel Co., Terre Haute, Ind.
 Van—Van Wheel Corp., Onelda, N. Y.
 Wal—Walker Axle Co., Chicago, Ill.
 Way—Wayne Wheel Co., Newark, N. Y.
 Whit—Whitcomb Wheel Co., Kenosha, Wis.

Rim Equipment:

Fir—Firestone Steel Products Co., Akron, Ohio.
 Gdy—Goodyear Tire & Rubber Co., Akron, Ohio.
 Hay—Hayes Wheel Co., Jackson, Mich.
 Jax—Jaxon Steel Prod. Co., Jackson, Mich.
 Kel—Kelsey Wheel Co., Detroit, Mich.
 Mil—Miller Rubber Co., Akron, Ohio.
 Non—None Supplied.

Replacement Table—Corrected Monthly

Including Piston Ring Sizes, Carburetor Sizes, Hose Sizes, Fan Belt Sizes, Brake Lining Sizes and Truck Frame Dimensions

* Note: Under Carburetor Inlet Diameter Will be Found Either the Size of Main Air Intake or the Gasoline Fuel Line
Fan Belt Type: V—V-Shape, F—Flat, R—Round

NAME, MODEL AND TONNAGE	ENGINE										BRAKE LINING				FRAME				
	Piston Rings		Carburetor		Upper Hose		Lower Hose		Fan Belt		Service		Emergency		Length		Width		
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle
Ace 40-1½	3	1 1/4	1 1/4	1 1/4	V	7 1/2	1 1/4	8 1/2	1 1/4	40 1/2	2 1/2	1 1/4	4	12 1/2	3 1/4	1 1/4	4	122 1/2	76 1/2
Ace 60-3	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	15 1/2	1 1/4	42 1/2	2 1/2	1 1/4	4	13 1/2	3 1/4	1 1/4	4	122 1/2	76 1/2
Acme Flyer	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	16 1/2	1 1/4	41 1/2	2 1/2	1 1/4	4	13 1/2	3 1/4	1 1/4	4	122 1/2	76 1/2
Acme 20L-1½	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	16 1/2	1 1/4	41 1/2	2 1/2	1 1/4	4	13 1/2	3 1/4	1 1/4	4	122 1/2	76 1/2
Acme 60L-3	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	16 1/2	1 1/4	41 1/2	2 1/2	1 1/4	4	13 1/2	3 1/4	1 1/4	4	122 1/2	76 1/2
Acme 90L-5	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	16 1/2	1 1/4	41 1/2	2 1/2	1 1/4	4	13 1/2	3 1/4	1 1/4	4	122 1/2	76 1/2
Acme 125-6½	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	16 1/2	1 1/4	41 1/2	2 1/2	1 1/4	4	13 1/2	3 1/4	1 1/4	4	122 1/2	76 1/2
American-LaFrance W	3	1 1/4	1 1/4	1 1/4	V	5 1/2	1 1/4	10 1/2	1 1/4	36	2 1/2	1 1/4	4	17	3 1/4	1 1/4	4	132	81 1/2
American-LaFrance W	3	1 1/4	1 1/4	1 1/4	V	5 1/2	1 1/4	10 1/2	1 1/4	36	2 1/2	1 1/4	4	17	3 1/4	1 1/4	4	132	81 1/2
American-LaFrance W	3	1 1/4	1 1/4	1 1/4	V	5 1/2	1 1/4	10 1/2	1 1/4	36	2 1/2	1 1/4	4	17	3 1/4	1 1/4	4	132	81 1/2
American-LaFrance Y	3	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/4	11 1/2	1 1/4	42	2 1/2	1 1/4	4	21	4	1 1/4	4	144 1/2	110 1/2
American-LaFrance Y	3	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/4	11 1/2	1 1/4	42	2 1/2	1 1/4	4	21	4	1 1/4	4	144 1/2	110 1/2
American-LaFrance Y	3	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/4	11 1/2	1 1/4	42	2 1/2	1 1/4	4	21	4	1 1/4	4	144 1/2	110 1/2
American-LaFrance Y	3	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/4	11 1/2	1 1/4	42	2 1/2	1 1/4	4	21	4	1 1/4	4	144 1/2	110 1/2
American-LaFrance Y	3	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/4	11 1/2	1 1/4	42	2 1/2	1 1/4	4	21	4	1 1/4	4	144 1/2	110 1/2
American-LaFrance Y	3	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/4	11 1/2	1 1/4	42	2 1/2	1 1/4	4	21	4	1 1/4	4	144 1/2	110 1/2
American-LaFrance Y	3	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/4	11 1/2	1 1/4	42	2 1/2	1 1/4	4	21	4	1 1/4	4	144 1/2	110 1/2
Armleder 30-1½	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Armleder 50-2½	4	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Atterbury 24-R	4	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Atterbury 22C-2½	4	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Atterbury 22D-3½	4	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Atterbury 24E	4	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Autocar XXI-F	4	1 1/4	1 1/4	1 1/4	V	5 1/2	1 1/4	10 1/2	1 1/4	36	2 1/2	1 1/4	4	17	3 1/4	1 1/4	4	132	81 1/2
Autocar XXI-G-1½	4	1 1/4	1 1/4	1 1/4	V	5 1/2	1 1/4	10 1/2	1 1/4	36	2 1/2	1 1/4	4	17	3 1/4	1 1/4	4	132	81 1/2
Autocar XXVI-M-6	4	1 1/4	1 1/4	1 1/4	V	5 1/2	1 1/4	10 1/2	1 1/4	36	2 1/2	1 1/4	4	17	3 1/4	1 1/4	4	132	81 1/2
Autocar XXVI-M-6	4	1 1/4	1 1/4	1 1/4	V	5 1/2	1 1/4	10 1/2	1 1/4	36	2 1/2	1 1/4	4	17	3 1/4	1 1/4	4	132	81 1/2
Autocar XXVII-H-3	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	40	2 1/2	1 1/4	4	20 1/2	4	1 1/4	4	120	80 1/2
Autocar XXVII-K-3	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	40	2 1/2	1 1/4	4	20 1/2	4	1 1/4	4	120	80 1/2
Available J-H-1½	4	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	42	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Available J-H-2	4	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	42	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Available J-H-3½	4	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	42	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Available J-H-5	4	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	42	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Bessemer G-1	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Bessemer H-2-1½	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Bessemer J2-2½	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Bethlehem KN-1	3	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	42	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Bethlehem GN-2	3	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	42	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Bethlehem L	3	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	42	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Betz J3-1	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Betz D3-2½	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Biederman 20-1-1½	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Biederman 30-1½-2	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Biederman 40-1½-2½	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Biederman 60-2½-3½	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Biederman 60-3½-5	3	1 1/4	1 1/4	1 1/4	V	10 1/2	1 1/4	12 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	13	3 1/4	1 1/4	4	119 1/2	76 1/2
Brinton C-1½	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	40	2 1/2	1 1/4	4	20 1/2	4	1 1/4	4	120	80 1/2
Brinton D-2½	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	40	2 1/2	1 1/4	4	20 1/2	4	1 1/4	4	120	80 1/2
Brockway S-12-1½	4	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	22 1/2	1 1/4	40 1/2	2 1/2	1 1/4	4	17 1/2	4	1 1/4	4	176	104 1/2
Brockway K-11-2½	4	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	22 1/2	1 1/4	40 1/2	2 1/2	1 1/4	4	17 1/2	4	1 1/4	4	176	104 1/2
Brockway R-12-3½	4	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	22 1/2	1 1/4	40 1/2	2 1/2	1 1/4	4	17 1/2	4	1 1/4	4	176	104 1/2
Brockway T-6-5	4	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	22 1/2	1 1/4	40 1/2	2 1/2	1 1/4	4	17 1/2	4	1 1/4	4	176	104 1/2
Casco A-1	4	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	16 1/2	1 1/4	35 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Chevrolet Sup. Com. Chassis	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Chevrolet Utility Exp.	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Clinton 20-1½	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Clinton 45-2	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Clinton 65-3	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Clinton 90-90M-4	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Clinton 120L-120LM-5	4	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	14 1/2	1 1/4	33 1/2	2 1/2	1 1/4	4	18	3 1/4	1 1/4	4	168	112 1/2
Clinton 120S-120SM-5-7	4	1 1/4	1 1/4	1 1/4															

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE										BRAKE LINING						FRAME								
	Piston Rings		Carburetor		Upper Hose		Lower Hose		Fan Belt		Service			Emergency			Length		Width						
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Commerce 25B-5000.....	4	1 1/4	1 1/4	1 1/4	V	9 1/2	1 1/2	15 1/2	1 1/2	42	1 1/2	F	13	3 1/2	1 1/4	4	13	3 1/2	1 1/4	4	132	84	228 1/2	34	12 1/2
Concord E-1.....	4	1 1/4	1 1/4	1 1/4	V	7 1/2	1 1/2	9 1/2	1 1/2	33 1/2	1 1/2	F	12	3 1/2	1 1/4	4	12	3 1/2	1 1/4	4	132	84	228 1/2	34	12 1/2
Concord G-2.....	4	1 1/4	1 1/4	1 1/4	V	7 1/2	1 1/2	9 1/2	1 1/2	33 1/2	1 1/2	F	13 1/2	3 1/2	1 1/4	4	13 1/2	3 1/2	1 1/4	4	132	84	228 1/2	34	12 1/2
Concord H-2.....	4	1 1/4	1 1/4	1 1/4	V	7 1/2	1 1/2	9 1/2	1 1/2	33 1/2	1 1/2	F	12	3 1/2	1 1/4	4	12	3 1/2	1 1/4	4	132	84	228 1/2	34	12 1/2
Concord J-2 1/2.....	4	1 1/4	1 1/4	1 1/4	V	7 1/2	1 1/2	9 1/2	1 1/2	33 1/2	1 1/2	F	13 1/2	3 1/2	1 1/4	4	13 1/2	3 1/2	1 1/4	4	132	84	228 1/2	34	12 1/2
Concord JL-3.....	4	1 1/4	1 1/4	1 1/4	V	7 1/2	1 1/2	9 1/2	1 1/2	33 1/2	1 1/2	F	13 1/2	3 1/2	1 1/4	4	13 1/2	3 1/2	1 1/4	4	132	84	228 1/2	34	12 1/2
Corbitt S-3/4.....	3	1 1/4	1 1/4	1 1/4	H	8	2	14	2	38	1 1/2	F	16 1/4	1 1/4	1 1/4	4	16 1/4	1 1/4	1 1/4	4	103	59	196	34	11 1/4
Corbitt E-1.....	3	1 1/4	1 1/4	1 1/4	H	9	2	12	2	41	1 1/2	F	16 1/4	1 1/4	1 1/4	4	16 1/4	1 1/4	1 1/4	4	104	62	198	34	11 1/4
Corbitt D-1 1/2.....	3	1 1/4	1 1/4	1 1/4	V	11	1 1/2	15	1 1/2	46	1 1/2	F	18	2	2	4	18	2	2	4	110	72	206	34	10
Corbitt C-2.....	3	1 1/4	1 1/4	1 1/4	V	13	1 1/2	15	1 1/2	46	1 1/2	F	22 1/4	2 1/4	2 1/4	4	22 1/4	2 1/4	2 1/4	4	132	78	230	35	10 1/2
Corbitt B-2 1/2.....	3	1 1/4	1 1/4	1 1/4	V	13	1 1/2	15	1 1/2	46	1 1/2	F	22 1/4	2 1/4	2 1/4	4	22 1/4	2 1/4	2 1/4	4	136	78	232	35	10 1/2
Corbitt R-2 1/2-3.....	3	1 1/4	1 1/4	1 1/4	V	14	1 1/2	8	1 1/2	46	1 1/2	F	22 1/4	2 1/4	2 1/4	4	22 1/4	2 1/4	2 1/4	4	153	92	254	35	10 1/2
Corbitt A-3 1/2-4.....	3	1 1/4	1 1/4	1 1/4	V	14	1 1/2	8	1 1/2	46	1 1/2	F	21	4	2	2	21	3	3	2	168	106	266	35	9
Corbitt AA-5.....	3	1 1/4	1 1/4	1 1/4	V	13	2	14	2	36	2	F	68 1/4	3	2	2	68 1/4	3	2	2	168	106	268	38	10
Day-Elder G-1 1/2.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	1 1/2	F	11 1/4	3 1/4	1 1/4	4	11 1/4	3 1/4	1 1/4	4	105 1/4	61 1/4	191	35	10 1/4
Day-Elder H-2.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	1 1/2	F	11 1/4	3 1/4	1 1/4	4	11 1/4	3 1/4	1 1/4	4	132 1/4	77 1/4	218	34	9 1/2
Day-Elder I-2 1/2.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	1 1/2	F	13 1/4	3 1/4	1 1/4	4	13 1/4	3 1/4	1 1/4	4	123 1/2	77 1/2	216	35	10 1/2
Day-Elder J-3.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	1 1/2	F	13 1/4	3 1/4	1 1/4	4	13 1/4	3 1/4	1 1/4	4	115 1/4	77 1/4	214 1/2	35	10 1/2
Day-Elder K-4.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	1 1/2	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	121	86	220	37	8 1/2
Day-Elder L-5.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	1 1/2	F	17 1/4	4	4	4	17 1/4	4	4	4	148	88	253	37	10 1/2
Diamond T-75-1-1.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/2	10 1/2	1 1/2	33 1/4	1 1/4	F	22	2 1/4	1 1/4	2	46 1/4	2 1/4	1 1/4	2	90	57 1/2	182 1/2	34	.....
Diamond T-04-1-1 1/4.....	3	1 1/4	1 1/4	1 1/4	V	9	1 1/2	6	1 1/2	35	2	F	48	2 1/4	1 1/4	2	33	2 1/4	1 1/4	2	100	.....	.....	34	.....
Diamond T-T-1 1/4.....	3	1 1/4	1 1/4	1 1/4	V	9	1 1/2	6	1 1/2	35	2	F	11 1/4	3 1/4	1 1/4	4	11 1/4	3 1/4	1 1/4	4	Opt	.....	.....	34	.....
Diamond T-U-2 1/2.....	3	1 1/4	1 1/4	1 1/4	V	9	1 1/2	8	1 1/2	35	2	F	13 1/4	3 1/4	1 1/4	4	13 1/4	3 1/4	1 1/4	4	Opt	.....	.....	34	.....
Diamond TK-3 1/2.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	10	1 1/2	35	2	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	Opt	.....	.....	37	.....
Diamond T-S-5.....	3	1 1/4	1 1/4	1 1/4	V	9	2	21	2	40 1/2	2	F	18	4	4	4	17 1/4	4	4	4	Opt	.....	.....	37	.....
Dixon Model D.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	8	1 1/2	41	.....	F	13	3 1/2	1 1/4	4	13	3 1/2	1 1/4	4	126	71	221 1/4	34 1/2	9 1/4
Dixon Model C.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	9	1 1/2	42	.....	F	13	3 1/2	1 1/4	4	13	3 1/2	1 1/4	4	Opt	71	221 1/4	34 1/2	9 1/4
Dixon Model A.....	4	1 1/4	1 1/4	1 1/4	V	12	1 1/2	10	1 1/2	42 1/2	.....	F	13	3 1/2	1 1/4	4	13	3 1/2	1 1/4	4	Opt	71	221 1/4	36	9 1/2
Dorris K-4-2 1/2.....	3	1 1/4	1 1/4	1 1/4	V	2 1/2	1 1/2	6 1/4	1 1/2	42 1/2	2	F	13 1/4	3 1/4	1 1/4	4	13 1/4	3 1/4	1 1/4	4	142 1/2	96 1/2	233 1/4	34	9
Dorris K-7-3 1/2.....	3	1 1/4	1 1/4	1 1/4	V	2 1/2	1 1/2	6 1/4	1 1/2	42 1/2	2	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	178 1/2	130 1/2	270 1/2	36	9
Double Drive TT-3.....	4	1 1/4	1 1/4	1 1/4	V	12	2	19	1 1/2	34	2	F	15 1/4	3 1/4	1 1/4	4	18	4	4	4	132	100	216	34	9 1/4
Duplex G.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	.....	F	11	2 1/2	1 1/4	4	11	2 1/2	1 1/4	4	102	.....	.....	34	.....
Duplex GH.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	.....	F	19	2	2	4	19	2	2	4	112	.....	.....	34	.....
Duplex A.....	3	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	.....	F	20	2 1/4	1 1/4	4	20	2 1/4	1 1/4	4	121	.....	.....	34	.....
Duplex AC.....	3	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	.....	F	26	2	2	4	26	2	2	4	140	.....	.....	34	.....
Duplex E.....	3	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	.....	F	10	2 1/2	1 1/4	2	52	2 1/2	1 1/4	4	128	.....	.....	40	.....
Duplex FD.....	4	1 1/4	1 1/4	1 1/4	V	11	1 1/2	10 1/2	1 1/2	41	.....	F	26 1/4	2	2	4	26 1/4	2	2	4	Opt	.....	.....	34	.....
Eagle 100-2.....	4	1 1/4	1 1/4	1 1/4	V	14	2	16	1 1/2	36	1 1/2	.....	49 1/2	3	1 1/4	2	46	2	1 1/4	2	Opt	.....	.....	36	.....
Eagle 101-1 1/4.....	4	1 1/4	1 1/4	1 1/4	V	14	2	16	1 1/2	34	1 1/2	.....	21	2 1/2	1 1/4	2	41	2 1/4	1 1/4	2	Opt	.....	.....	31	.....
Eagle 104-2-3.....	4	1 1/4	1 1/4	1 1/4	V	14	2	16	1 1/2	36	1 1/2	F	49 1/2	3	1 1/4	2	26	2 1/4	1 1/4	2	Opt	.....	.....	32	.....
Eagle 105-2-3 Ton.....	4	1 1/4	1 1/4	1 1/4	V	14	2	16	1 1/2	36	1 1/2	F	58	2 1/2	1 1/4	2	44	2 1/2	1 1/4	2	Opt	.....	.....	32	.....
Fageol 235-2.....	3	1 1/4	1 1/4	1 1/4	V	7	1 1/2	15 1/2	1 1/2	37 1/4	1 1/2	F	12 1/4	3 1/4	1 1/4	2	12 1/4	3 1/4	1 1/4	2	120	68 1/4	222 1/4	34	.....
Fageol 340-3.....	3	1 1/4	1 1/4	1 1/4	V	7	1 1/2	15 1/2	1 1/2	37 1/4	1 1/2	F	13 1/4	3 1/4	1 1/4	2	1								

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE										BRAKE LINING								FRAME						
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length		Width		
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Gramm-Bernstein 75P-3½	3	1 1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/4	33 1/4	2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	129 1/4	87 1/4	240 1/4	36	.....
Gramm-Bernstein 40-4	3	1 1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/4	33 1/4	2	F	28 1/4	2 1/4	1/4	4	28 1/4	2 1/4	1/4	4	144	87 1/4	240 1/4	36	.....
Gramm-Bernstein 50-5-6	3	1 1/4	1 1/2	1 1/2	V	23 1/4	1 1/2	13 1/4	1 1/4	40 1/4	2	F	32 1/4	2 1/4	1/4	4	32 1/4	2 1/4	1/4	4	132	97	263 1/2	36	.....
Grass Premier 40A	3	1 1/4	1	1 1/2	V	12	2 1/4	14 1/2	2 1/4	29	1	F	22 1/2	2	1/4	4	48	2 1/2	1 1/2	2	98	70	192	31	.....
Grass Premier 60A1 1/2	4	1 1/4	1 1/4	1 1/2	V	14	2 1/4	16	2 1/4	.....	.....	.....	48 1/2	2	1/4	2	47	1 1/2	1 1/2	2	108	66	204	31	.....
Grass Premier 70A2 1/2	4	1 1/4	1 1/4	1 1/2	V	14	2 1/4	16	2 1/4	.....	.....	.....	48 1/2	2	1/4	2	47	1 1/2	1 1/2	2	120	81	214	31	.....
Grass Premier 90A3 1/2	3	1 1/4	1 1/4	1 1/4	V	11	1 1/2	11	1 1/2	40	1 1/4	F	15 1/4	3 1/4	1/4	4	15 1/4	3 1/4	1/4	4	95	83	192	35	.....
G. W. W. Super	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	17 1/2	1 1/4	37 1/2	1 1/4	F	49	2 1/2	1/4	2	47	1 1/2	1 1/2	2	89	72	192	32	11 1/4
Harvey WOA-2	4	1 1/4	1 1/4	2	V	11	2	14	1 1/4	35 1/4	2	F	45	2	1/4	2	45	2	1/4	2	139	87	242 1/4	32	10
Harvey WFB-2 1/2	4	1 1/4	1 1/4	2	V	11	2	14	1 1/4	35 1/4	2	F	50	2	1/4	2	50	2 1/4	1/4	2	139	87	242 1/4	32	10
Harvey WHB-3 1/2	4	1 1/4	1 1/4	2	V	12	2	14	1 1/4	36 1/4	2	F	20 1/4	4	1/4	4	20 1/4	3	1/4	4	151 1/4	85 1/4	258 1/2	35	9
Harvey WFT-6	4	1 1/4	1 1/4	2	V	11	2	14	1 1/4	36 1/4	2	F	50	2 1/4	1/4	2	50	2 1/4	1/4	2	84	52	189 1/2	32	10
Harvey WHT-10	4	1 1/4	1 1/2	2	V	12	2	14	1 1/4	36 1/4	2	F	20 1/4	4	1/4	4	20 1/4	3	1/4	4	86	52 1/2	191 1/2	35	9
Indiana 15-1 1/2	3	1 1/4	1 1/4	.....	.....	17	1 1/4	14	1 1/4	38 1/4	1	F	19	2 1/4	1/4	4	19	2	1/4	4	114	67 1/4	213 1/4	34	10 1/4
Indiana 20-2	3	1 1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 1/4	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	126	74 1/4	226 1/4	33	10 1/4
Indiana 25-2 1/2	3	1 1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 1/4	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	138	81	229 1/4	33	9 1/4
Indiana 35-3 1/2	3	1 1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 1/4	1 1/2	F	20 1/4	3	1/4	4	20 1/4	3	1/4	4	139	79 1/4	244 1/4	34 1/2	8 1/4
Indiana 51-5	3	1 1/4	1 1/2	.....	.....	10	1 1/2	17 1/2	1 1/2	40 1/2	1 1/4	F	65	3	1/4	2	65	3	1/4	2	152 1/4	87	260	37 1/2	10 1/4
Inter'l S-2000 lbs.-Sp. Tr.	3	1 1/4	1 1/4	1 1/4	V	9 1/4	2 1/4	17 1/4	2 1/4	30 1/4	1	F	38	2	1/4	2	36	2	1/4	2	88	57 1/4	194 1/4	34	.....
International 33-3000 lbs.	4	1 1/4	1 1/4	1 1/4	V	6 1/4	2 1/4	6 1/2	2 1/4	43 1/4	1 1/2	F	43 1/4	2 1/4	1/4	2	43 1/4	2 1/4	1/4	2	101 1/4	57 1/4	202	34	11 1/4
International 43-4000 lbs.	4	1 1/4	1 1/4	1 1/4	V	6 1/4	2 1/4	6 1/2	2 1/4	43 1/4	1 1/2	F	50 1/4	2 1/4	1/4	2	50 1/4	2 1/4	1/4	2	109	59 1/4	202	32	11 1/4
International 63-6000	4	1 1/4	1 1/4	1 1/4	V	9	2 1/4	14 1/2	2	46	1 1/4	F	50 1/4	2 1/4	1/4	2	50 1/4	2 1/4	1/4	2	116 1/4	67 1/4	213	34	11 1/4
International 103	4	1 1/4	1 1/4	1 1/4	V	9	2 1/4	6 1/4	3	51	1 1/4	F	50 1/4	2 1/4	1/4	2	50 1/4	2 1/4	1/4	2	146	87 1/4	244	34	12 1/4
Kelly-Springfield K70-1 1/2-2	4	1 1/4	1 1/4	1 1/4	V	12 1/4	1 1/2	16	1 1/2	41 1/4	1 1/2	F	17 1/4	2 1/4	1/4	4	17 1/4	1 1/2	1/4	4	132	81	230	34	10
Kelly-Springfield K41-3 1/2-5	4	1 1/4	1 1/4	1 1/4	V	6 1/4	1 1/2	24	1 1/2	59 1/4	1	F	58	2 1/4	1/4	12	58	2 1/4	1/4	2	144	87	248	36	9 1/4
Kelly-Springfield K61-5 to 7	4	1 1/4	1 1/4	1 1/4	V	6 1/4	1 1/2	24	1 1/2	59 1/4	1	F	58	2 1/4	1/4	12	58	2 1/4	1/4	2	144	87	248	36	9 1/4
Kelly-Springfield K-75-2 1/2	4	1 1/4	1 1/4	1 1/4	V	7	1 1/2	13	1 1/2	41 1/4	1 1/2	F	17 1/4	2 1/4	1/4	4	17 1/4	1 1/2	1/4	4	138	85	238	34	9 1/4
Kelly-Springfield K-76-2 1/2	4	1 1/4	1 1/4	1 1/4	V	7	1 1/2	13	1 1/2	41 1/4	1 1/2	F	17 1/4	2 1/4	1/4	4	17 1/4	1 1/2	1/4	4	138	85	238	34	9 1/4
Kenworth O-1	4	1 1/4	1	.....	H	12 1/4	2	18 1/2	1 1/4	31	1 1/2	F	18	2	1/4	4	18	2	1/4	4	120	77 1/2	207 1/2	32	.....
Kenworth M-2	4	1 1/4	1 1/4	.....	H	12 1/4	2	17	1 1/4	37	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	122	74 1/4	218	32	.....
Kenworth KS-3	4	1 1/4	1 1/4	.....	H	11 1/4	2	17	1 1/4	36	2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	136	83	233	34	.....
Kenworth L-4	4	1 1/4	1 1/4	.....	H	11 1/4	2	17	1 1/4	36	2	F	20 1/4	4	1/4	4	20 1/4	3	1/4	4	150	89	243	34	.....
Kenworth RS-5	4	1 1/4	1 1/2	.....	H	10	2	15	1 1/2	37 1/2	1 1/2	V	68 1/4	3	1/4	2	68 1/4	3	1/4	2	160	96	250	36	.....
King Zeidler 1	4	1 1/4	1	1 1/4	V	11	1 1/2	16	1 1/4	40	1 1/4	F	11 1/4	3 1/4	1/4	4	11 1/4	3 1/4	1/4	4	Opt	Opt	Opt	32	10 1/4
King Zeidler 1 1/2	4	1 1/4	1	1 1/4	V	11	1 1/2	16	1 1/4	40	1 1/4	F	12 1/4	3 1/4	1/4	4	12 1/4	3 1/4	1/4	4	Opt	Opt	Opt	32	10 1/4
King Zeidler 2 1/2	4	1 1/4	1 1/4	1 1/4	V	12	1 1/2	16	1 1/4	41	1 1/4	F	13 1/4	3 1/4	1/4	4	13 1/4	3 1/4	1/4	4	Opt	Opt	Opt	32	10
King Zeidler 3 1/2	4	1 1/4	1 1/4	1 1/4	V	12	1 1/2	16	1 1/4	42	1 1/4	F	16	3 1/4	1/4	4	16	3 1/4	1/4	4	Opt	Opt	Opt	36	10 1/4
King Zeidler 5	4	1 1/4	1 1/2	1 1/4	V	14	2	22	2	42	1 1/2	F	18	4	1/4	4	18	4	1/4	4	Opt	Opt	Opt	36	10 1/4
Kissel 1 Ton.	3	1 1/4	.....	1 1/4	.....	12 1/4	1 1/4	10	1 1/4	46 1/4	2	F	11	3	1/4	4	12	3 1/4	1/4	4	102	58 1/2	201	34	.....
Kissel Utility 1 1/2	3	1 1/4	.....	1 1/4	.....	12 1/4	1 1/4	10	1 1/4	46 1/4	2	F	19	2	1/4	4	12	3 1/4	1/4	4	120	70 1/2	219	34	.....
Kissel Freighter 2	3	1 1/4	.....	1 1/4	.....	12 1/4	1 1/4	10	1 1/4	49	2	F	14	3 1/4	1/4	4	14	3 1/4	1/4	4	144	80	243	34	.....
Kissel Heavy Duty 4	3	1 1/4	.....	1 1/4	.....	13 1/4	1 1/4	10	1 1/4	52 1/4	2	F	56	2 1/2	1/4	2	56	2 1/2	1/4	2	156	94 1/4	251 1/4	36	.....
Kleiber 1 1/2	4	1 1/4	.....	.....	V	11	1 1/2	13	1 1/2	45 1/4	1 1/2	F	13	3 1/4	1/4	4	13	3 1/4	1/4	4	114	.....	.....	34	.....
Kleiber 2 1/2	4	1 1/4	.....	.....	V	12	1 1/2	14	1 1/2	47 1/4	1 1/2	F	14	3 1/4	1/4	4	14	3 1/4	1/4	4	150	.....	.....	34	.....
Kleiber 3 1/2	4	1 1/4	.....	.....	V	13	1 1/2	14 1/2	1 1/2	47 1/4	1 1/2														

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE										BRAKE LINING								FRAME						
	Piston Rings		Carburetor		Upper Hose		Lower Hose		Fan Belt		Service				Emergency				Length			Width			
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Moreland RR-1	3	1 1/4	1	1 1/4	V	8	1 1/4	11 1/4	1 1/4	34	1 1/4	F	49	2 1/4	1 1/4	2	46	2 1/4	1 1/4	2	108	56	208 1/2	34	.....
Moreland BX-1 1/2	3	1 1/4	1	1 1/4	V	8	1 1/4	11 1/4	1 1/4	34	1 1/4	F	12	3 1/4	1 1/4	4	12	3 1/4	1 1/4	4	108	56	208 1/2	34	.....
Moreland EX-2	3	1 1/4	1 1/4	1 1/4	V	9	1 1/4	14	1 1/4	42	1 1/4	F	12	3 1/4	1 1/4	4	12	3 1/4	1 1/4	4	132	79 1/2	226 1/2	34	.....
Moreland AX-3	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	13	1 1/4	42	1 1/4	F	13 1/2	3 1/4	1 1/4	4	13 1/2	3 1/4	1 1/4	4	174	101 1/2	253	34	.....
Moreland RX-5	4	1 1/4	1 1/4	1 1/4	V	8	1 1/4	14 1/2	1 1/4	42	1 1/4	F	15 1/2	3 1/4	1 1/4	4	15 1/2	3 1/4	1 1/4	4	192	115 1/2	271	38	.....
Moreland RC-Bus	3	1 1/4	1	1 1/4	H	8	1 1/4	11 1/4	1 1/4	24	1 1/4	F	49	2 1/4	1 1/4	2	46	2 1/4	1 1/4	2	156	100	256	34	7
Moreland EC-Bus	3	1 1/4	1 1/4	1 1/4	H	9	1 1/4	13	1 1/4	42	1 1/4	F	13 1/2	3 1/4	1 1/4	4	13 1/2	3 1/4	1 1/4	4	152	102	254	34	8
Moreland AC-Bus	3	1 1/4	1 1/4	1 1/4	H	9	1 1/4	13	1 1/4	42	1 1/4	F	15 1/2	3 1/4	1 1/4	4	15 1/2	3 1/4	1 1/4	4	171	114 1/4	271	44	7
Nash 2018-1-1 1/2	4	1 1/4	1 1/4	1 1/4	V	3	1 1/4	7 3/4	1 1/4	36	1	F	49 1/2	2	1 1/4	2	20 1/2	2 1/4	1 1/4	1	104 1/2	61	193	30 1/2	9 1/2
Nash 3018-2-2 1/2	4	1 1/4	1 1/4	1 1/4	V	3	1 1/4	7 3/4	1 1/4	44	1	F	50 1/2	3	1 1/4	2	20 1/2	2 1/4	1 1/4	1	118 1/2	65	207	31 1/2	9 1/2
Nash 4017-2-2 1/2	3	1 1/4	1 1/4	1 1/4	V	7	1 1/4	.....	.....	44	2	F	49 1/2	2 1/4	1 1/4	4	25 1/2	2	1 1/4	1	117 1/2	85 1/2	202 1/2	38 1/2	14 1/2
National M	4	1 1/4	1	1 1/4	V	16	2 1/4	15	2 1/4	40	1 1/4	F	12	3 1/4	1 1/4	4	12	3 1/4	1 1/4	4	116	65	208	34	9 1/2
National T	4	1 1/4	1 1/4	1 1/4	V	12	2 1/4	18	2 1/4	40	1 1/4	F	13 1/2	3 1/4	1 1/4	4	13 1/2	3 1/4	1 1/4	4	123 1/2	80 1/2	220	34	9 1/2
National NB-3 1/2	3	1 1/4	1 1/4	1 1/4	V	10	1 1/4	17	1 1/4	40	1 1/4	F	16	3 1/4	1 1/4	4	16	3 1/4	1 1/4	4	142	91	243	36	8 1/2
Netco DK-2	3	1 1/4	1 1/4	1 1/4	V	12	1 1/4	16	1 1/4	40 1/2	1 1/4	F	13 1/2	3 1/4	1 1/4	4	13 1/2	3 1/4	1 1/4	4	142	94	234 1/2	34 1/2	9
Netco HL-2 1/2-3	3	1 1/4	1 1/4	1 1/4	V	13	1 1/4	16	1 1/4	41 1/2	1 1/4	F	13 1/2	3 1/4	1 1/4	4	13 1/2	3 1/4	1 1/4	4	139 1/2	93 1/2	234 1/2	34 1/2	9
Noble A-76-1 1/2	4	1 1/4	1	1 1/4	V	10	1 1/4	12 1/2	1 1/4	33 1/2	1 1/4	F	47	2 1/4	1 1/4	2	45	2 1/4	1 1/4	2	100	58	191	34	.....
Noble A-21-1 1/2	4	1 1/4	1	1 1/4	V	10	1 1/4	12 1/2	1 1/4	33 1/2	1 1/4	F	19	2	1 1/4	2	19	2	1 1/4	2	102	74	203	34	.....
Noble B-31-2	4	1 1/4	1	1 1/4	V	7	1 1/4	16 1/2	1 1/4	34 1/2	1 1/4	F	43	2	1 1/4	2	43	2	1 1/4	2	126	80	221	34	.....
Noble D-52-3	4	1 1/4	1 1/4	1 1/4	V	9	2	12	1 1/4	34 1/2	1 1/4	F	21	2 1/4	1 1/4	4	21	2 1/4	1 1/4	4	.....	101	207	34	.....
Noble E-72-4	4	1 1/4	1 1/4	1 1/4	V	14 1/2	2	16	1 1/4	34 1/2	1 1/4	F	57	2 1/4	1 1/4	2	57	2 1/4	1 1/4	2	.....	114	218	36	.....
Northway B-2-2	3	1 1/4	1 1/4	1 1/4	V	5 1/4	2 1/4	13 1/4	1 1/4	46 1/2	1 1/4	V	50 1/2	2 1/4	1 1/4	2	50 1/2	2 1/4	1 1/4	2	133	62	223 1/2	33	9
Northway B-3-3 1/2	3	1 1/4	1 1/4	1 1/4	V	5 1/4	2 1/4	13 1/4	1 1/4	46 1/2	1 1/4	V	54	2 1/4	1 1/4	2	54	2 1/4	1 1/4	2	173	92	253 1/2	34 1/2	11
Ogden A-2-1	3	1 1/4	1	1	H	12	2	6	2	44	3/4	V	11	2 1/4	1 1/4	4	11	2 1/4	1 1/4	4	108	56	186	33 1/4	10 1/2
Ogden D-1 1/2	3	1 1/4	1	1	V	13	2	12	2	44	3/4	V	10 1/2	3	1 1/4	4	10 1/2	3	1 1/4	4	120	.....	.....	33 1/4	.....
Ogden E-2 1/2	3	1 1/4	1 1/4	2	V	10	1 1/4	14	1 1/4	30	1 1/4	F	52	2 1/4	1 1/4	1	52	2 1/4	1 1/4	1	144	.....	.....	33 1/4	.....
Ogden F-3 1/2	3	1 1/4	1 1/4	1 1/4	V	11	1 1/4	16	1 1/4	36	1 1/4	F	15 1/2	3 1/4	1 1/4	4	15 1/2	3 1/4	1 1/4	4	168	.....	.....	37	.....
Ogden G-5	3	1 1/4	1 1/4	3	V	9	2	18	2	40	2	F	11	6	1 1/4	2	25	4	1 1/4	4	168	.....	.....	37	.....
Oshkosh AW-2	3	1 1/4	1 1/4	1 1/4	H	16	2	17	2	33 1/4	1 1/4	F	23 1/2	3 1/4	1 1/4	1	43 1/2	2 1/4	1 1/4	2	108	75 1/2	189	34	.....
Oshkosh AAW-2	3	1 1/4	1 1/4	1 1/4	H	16	2	17	2	33 1/4	1 1/4	F	23 1/2	3 1/4	1 1/4	1	43 1/2	2 1/4	1 1/4	2	144	110 1/2	224	34	.....
Oshkosh BO-2 1/2	4	1 1/4	1 1/4	1 1/4	V	9 1/4	1 1/4	12	1 1/4	36 1/2	2	F	23 1/2	4 1/2	1 1/4	1	43 1/2	2 1/4	1 1/4	2	125	85 1/2	211	34	.....
Oshkosh BBO2 1/2	4	1 1/4	1 1/4	1 1/4	V	9 1/4	1 1/4	12	1 1/4	36 1/2	2	F	23 1/2	4 1/2	1 1/4	1	43 1/2	2 1/4	1 1/4	2	144	104 1/2	230	34	.....
Overland 1 1/2	4	1 1/4	1 1/4	1 1/4	H	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31 1/4	29	127 1/4	26	9 1/2
Patriot 7R-1	3	1 1/4	1 1/4	3/4	H	8	2	9	2	39	1 1/4	F	40 1/2	1 1/4	1 1/4	1	40 1/2	1 1/4	1 1/4	1	93	56	184	33 1/4	11 1/4
Patriot 9-L-2	3	1 1/4	1 1/4	3/4	V	6	1 1/4	8	1 1/4	37	1 1/4	F	40 1/2	1 1/4	1 1/4	1	40 1/2	1 1/4	1 1/4	1	113	65	207	34	10
Patriot 11W-3	3	1 1/4	1 1/4	3/4	V	11	1 1/4	10	2	39	2	F	58	2 1/4	1 1/4	1	43	2 1/4	1 1/4	1	150	82	246	34	10
Penn 1	4	1 1/4	1 1/4	1 1/4	H	12	2 1/4	7 1/4	2 1/4	33 1/4	1 1/4	F	40	1 1/4	1 1/4	4	40	1 1/4	1 1/4	4	89	52	178	34	9 1/2
Penn 2	3	1 1/4	1	.....	V	8	2 1/4	8	2 1/4	38	1	F	50 1/2	3	1 1/4	1	46 1/4	2	1 1/4	1	124	80	214	38	12
Pierce Arrow XA-2	3	1 1/4	1 1/4	1 1/4	V	16 1/2	2 1/4	14 1/2	2 1/4	43 1/2	1 1/4	F	15 1/2	3 1/4	1 1/4	4	15 1/2	3 1/4	1 1/4	4	125 1/2	70 1/2	225	34 1/2	8 1/2
Pierce Arrow XB-3	3	1 1/4	1 1/4	1 1/4	V	16 1/2	2 1/4	14 1/2	2 1/4	43 1/2	1 1/4	F	15 1/2	3 1/4	1 1/4	4	15 1/2	3 1/4	1 1/4	4	125 1/2	70 1/2	225	34 1/2	8 1/2
Pierce Arrow WC-4	3	1 1/4	1 1/4	1 1/4	V	11	2 1/4	15 1/2	2 1/4	43 1/2	1 1/4	F	9 1/2	6	1 1/4	2	18	4 1/2	1 1/4	4	133 1/4	78 1/4	237	38 1/2	7 1/4
Pierce Arrow RD-5-6	3	1 1/4	1 1/4	1 1/4	V	11	2 1/4	15 1/2	2 1/4	43 1/2	1 1/4	F	9 1/2	6	1 1/4	2	20 1/2	4 1/2	1 1/4	4	139 1/4	84 1/4	243	38 1/2	8 1/4
Pierce Arrow RF-7 1/2	3	1 1/4	1 1/4	1 1/4	V	11	2 1/4	15 1/2	2 1/4	43 1/2	1 1/4	F	9 1/2	6	1 1/4	2	20 1/2	4 1/2	1 1/4	4	139 1/4	84 1/4	243	38 1/2	8 1/4
Pierce Arrow XB-TT	3	1 1/4	1 1/4	1 1/4	V	16 1/2	2 1/4	14 1/2	2																

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING								FRAME					
	Piston Rings		Carburetor		Upper Hose		Lower Hose		Fan Belt		Type	Service				Emergency				Length			Width		
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length		Width	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Service 25F-1.....	4	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	10	1 1/4	32 1/2	1 1/2	F	20	2	1 1/4	4	20	2	1 1/4	4	106 1/4	65 1/4	203 1/2	32	7 1/4
Service 25C-1 1/2.....	4	1 1/4	1 1/4	1 1/4	V	12 1/2	1 1/4	10	1 1/4	32 1/2	1 1/2	F	20	2	1 1/4	4	20	2	1 1/4	4	106 1/4	65 1/4	203 1/2	32	7 1/4
Service 34-1 1/2.....	4	1 1/4	1 1/4	1 1/4	V	8	1 1/4	10	1 1/4	38	1 1/2	F	11 1/4	3 1/4	1 1/4	4	11 1/4	3 1/4	1 1/4	4	121	82 1/4	216 1/4	34	10 1/4
Service 61-2 1/2.....	4	1 1/4	1 1/4	1 1/4	V	10	2	10	1 1/4	38	1 1/2	V	13 1/2	3 1/4	1 1/4	4	13 1/2	3 1/4	1 1/4	4	127 1/4	92 1/4	226 1/4	34	10 1/4
Service 81-3 1/2.....	4	1 1/4	1 1/4	1 1/4	V	10	2	11 1/2	1 1/4	40 1/4	1 1/2	V	15 1/2	3 1/4	1 1/4	4	15 1/2	3 1/4	1 1/4	4	144	100 1/4	245 1/4	38	8 1/4
Service 103-5.....	4	1 1/4	1 1/4	1 1/4	V	10	2	11 1/2	1 1/4	40 1/4	1 1/2	V	18	4	1 1/4	4	18	4	1 1/4	4	144	100 1/4	245 1/4	38	10
Standard 75-1 1/4.....	3	1 1/4	1 1/4	1 1/4	V	10 1/2	2 1/4	14 1/4	1 1/4	39 1/4	1 1/4	F	11 1/4	2 1/4	1 1/4	4	11 1/4	2 1/4	1 1/4	4	108	62 1/4	198	32	9 1/4
Standard 1 1/2 K-1 1/2.....	3	1 1/4	1 1/4	1 1/4	V	10 1/2	2 1/4	14 1/4	1 1/4	39 1/4	1 1/4	F	10 1/4	3	1 1/4	4	10 1/4	3	1 1/4	4	120	72 1/4	210	32	9 1/4
Standard 2 1/2 K-2 1/2.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/4	16	1 1/4	40 1/4	1 1/4	F	13 1/4	3 1/4	1 1/4	4	13 1/4	3 1/4	1 1/4	4	132	83	220 1/4	32	12
Standard 3 1/2 K-3 1/2.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/4	16	1 1/4	41 1/4	1 1/4	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	144	93 1/4	240	38	9 1/4
Standard 5 K-5.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	3 1/4	1 1/4	42 1/4	1 1/4	F	17 1/4	4	1 1/4	4	17 1/4	4	1 1/4	4	144	93 1/4	244 1/4	38	9
Sterling GB2.....	6	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	.....	.....	287	34	.....
Sterling GB4.....	6	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	.....	.....	287	34	.....
Sterling GB6.....	6	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	.....	.....	318	34	.....
Sterling DW8.....	3	1 1/4	1 1/4	1 1/4	V	11 1/2	1 1/4	22	1 1/4	40 1/2	1 1/4	F	11 1/4	3 1/4	1 1/4	4	11 1/4	3 1/4	1 1/4	4	120	70	216	33 1/2	.....
Sterling EW23.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	22	1 1/4	40 1/2	1 1/4	F	17 1/4	4	1 1/4	4	17 1/4	4	1 1/4	4	150	91	259	30	.....
Sterling DW10, DW12.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	11 1/4	3 1/4	1 1/4	4	11 1/4	3 1/4	1 1/4	4	120	70	216	34	.....
Sterling DW14.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	13 1/4	3 1/4	1 1/4	4	13 1/4	3 1/4	1 1/4	4	138	84	234	34	.....
Sterling EW23.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	22	1 1/4	40 1/2	1 1/4	F	17 1/4	4	1 1/4	4	17 1/4	4	1 1/4	1	158	91	259	38	.....
Sterling DWS14, DW16.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	13 1/4	3 1/4	1 1/4	4	13 1/4	3 1/4	1 1/4	4	138	84	234	34	.....
Sterling EC20.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	22	1 1/2	40 1/2	1 1/2	F	15 1/4	3 1/4	1 1/4	4	15 1/4	3 1/4	1 1/4	4	144	85	245	38	.....
Sterling EW23.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	56 1/4	4 1/2	2	29 1/4	4	4	1	158	97	259	38	.....
Sterling EWS24, EW27.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	17 1/4	4	1 1/4	4	17 1/4	4	1 1/4	4	158	91	259	38	.....
Sterling ECS24, EC26 & 28.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	56 1/4	4 1/2	2	29 1/4	4	4	1	158	97	259	38	.....
Sterling EC29.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	22	1 1/4	40 1/2	1 1/4	F	56 1/4	4 1/2	2	29 1/4	4	4	1	158	97	259	38	.....
Stewart M15-1 1/4.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	41 1/4	2	22 1/4	2	22 1/4	2	1	99 1/4	.....	.....	38	.....
Stewart M9-1 1/2.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	48 1/4	2	22 1/4	2	22 1/4	2	1	119 1/4	.....	.....	32	.....
Stewart M7X.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	50 1/4	2	22 1/4	2	22 1/4	2	1	132 1/4	.....	.....	32	.....
Stewart M10X.....	3	1 1/4	1 1/4	1 1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	60 1/4	2	22 1/4	2	22 1/4	2	1	138	.....	.....	32	.....
Super Truck 50.....	3	1 1/4	1 1/4	1 1/4	V	18 1/2	1 1/4	19	1 1/4	37 1/2	1 1/4	F	51 1/4	2 1/2	55 1/2	2 1/2	51 1/4	2 1/2	2	135	84	243	36	9 1/4	
Super Truck 70.....	3	1 1/4	1 1/4	1 1/4	V	18 1/2	1 1/4	19	1 1/4	37 1/2	1 1/4	F	55 1/4	2 1/2	55 1/2	2 1/2	55 1/4	2 1/2	2	144	97 1/4	249	34	10 1/4	
Super Truck 100.....	3	1 1/4	1 1/4	1 1/4	V	18 1/2	1 1/4	19	1 1/4	42	1 1/4	F	68 1/4	3	51 1/4	2	51 1/4	3	2	144	97 1/4	249	34	10	
Traffic C-4000.....	3	1 1/4	1 1/4	1 1/4	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	43 1/4	2 1/2	38	1 1/4	38	1 1/4	2	120 1/4	67 1/4	213 1/4	42	10 1/4	
Traffic 6000.....	3	1 1/4	1 1/4	1 1/4	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	52 1/4	3	43	2 1/2	47	2 1/2	2	120 1/4	69 1/4	213 1/4	34	11 1/4	
Traffic Speedboy.....	3	1 1/4	1 1/4	1 1/4	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	43 1/4	2 1/2	38	1 1/4	38	1 1/4	2	86	53 1/4	174	34	11 1/4	
Transport 15-1.....	3	1 1/4	1 1/4	1 1/4	H	10 1/2	2	13	2	40 1/4	1 1/4	F	48 1/4	2 1/2	46 1/4	2 1/2	46 1/4	2 1/2	2	98 1/4	57 1/4	188	34	10	
Transport 26-1 1/2.....	4	1 1/4	1 1/4	1 1/4	V	9 1/4	2	13	1 1/4	34 1/4	1 1/4	F	48 1/4	2 1/2	46 1/4	2 1/2	46 1/4	2 1/2	2	113 1/4	70 1/4	201	34	10	
Transport 36-2.....	4	1 1/4	1 1/4	1 1/4	V	10 1/4	2	16	1 1/4	33 1/4	1 1/4	F	10 1/4	3 1/4	48 1/4	2 1/2	46 1/4	2 1/2	2	120 1/4	72 1/4	210	34	11	
Transport 61-3 1/2.....	4	1 1/4	1 1/4	1 1/4	V	9 1/4	2	16	1 1/4	33 1/4	1 1/4	F	11 1/4	3	48 1/4	2 1/2	48 1/4	2 1/2	2	127 1/4	78 1/4	218	34	11	
Transport 75-5.....	4	1 1/4	1 1/4	1 1/4	V	12	2	16	1 1/4	35 1/4	2	F	11 1/4	3	58	2 1/2	58	2 1/2	2	150 1/4	93 1/4	251 1/4	36 1/2	10 1/4	
Traylor B.....	4	1 1/4	1 1/4	1 1/4	V	10	2	6	1 1/4	38	1	F	50	2	50	2	50	2	2	117	75	204 1/4	34	10	
Traylor C.....	4	1 1/4	1 1/4	1 1/4	V	12	2	12	1 1/4	36	2	F	50	2	50	2	50	2	2	122	73 1/4	218 1/4	34	10 1/4	
Traylor D.....	4	1 1/4	1 1/4	1 1/4	V	12	2	12	1 1/4	36	2	F	56 1/4	2 1/2	56 1/4	2 1/2	56 1/4	2 1/2	2	142	76	241 1/4	34	9 1/4	
Traylor F.....	4	1 1/4	1 1/4	1 1/4																					

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING								FRAME					
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length		Width		
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
White 20-D-2.....	3	1 1/4	1 1/4	1 1/4	V	7 3/4	1 1/4	7 3/4	1 1/4	38	1 1/4	F	55 1/2	3 1/2	1 1/4	2	50 7/8	3 1/2	1 1/4	2	98	70	191 1/2	34	9 1/2
White 20-45-2.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	12	1 1/4	40 3/4	1 1/4	F	11 1/2	4	1 1/4	4	50 7/8	3 1/2	1 1/4	2	107 1/2	82	214 1/4	34	9 1/2
White 50A-Bus.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	12	1 1/4	40 3/4	1 1/4	F	11 1/2	4	1 1/4	4	50 7/8	3 1/2	1 1/4	2	108	112	274 3/4	74	10 1/2
White 40-3 1/2.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	12	1 1/4	40 3/4	1 1/4	F	11 1/2	4	1 1/4	4	50 7/8	3 1/2	1 1/4	4	164	106 1/2	267 1/2	42 1/2	10 1/4
White 40-D-3 1/2.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	12	1 1/4	40 3/4	1 1/4	F	11 1/2	4	1 1/4	4	50 7/8	3 1/2	1 1/4	4	118	88 1/2	267 1/2	42 1/2	10 1/4
White 45-5.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	12	1 1/4	40 3/4	1 1/4	F	11 1/2	4	1 1/4	4	50 7/8	3 1/2	1 1/4	4	164	106 1/2	267 1/2	42 1/2	10 1/4
White 45-D-5.....	3	1 1/4	1 1/4	1 1/4	V	13 1/2	1 1/4	12	1 1/4	40 3/4	1 1/4	F	11 1/2	4	1 1/4	4	50 7/8	3 1/2	1 1/4	4	110	88 1/2	222 1/2	42 1/2	10 1/4
Wilcox AA-1.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	47 1/2	2 1/2	1 1/4	2	33 1/4	2 1/2	1 1/4	2	96	78	223	32	10
Wilcox B-1 1/2.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	47 1/2	2 1/2	1 1/4	2	33 1/4	2 1/2	1 1/4	2	132	108	242	32	10
Wilcox C-2 1/2.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	57 1/2	2 1/2	1 1/4	2	42 1/2	2 1/2	1 1/4	2	141	108	242	32	10
Wilcox E-3 1/2.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	57 1/2	2 1/2	1 1/4	2	42 1/2	2 1/2	1 1/4	2	156	108	242	32	10
Wilcox F-5.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	69 3/8	3 1/2	1 1/4	2	52	3 1/2	1 1/4	2	148 1/2	108	242	32	10
Witt-Will P-2.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	48	3 1/2	1 1/4	4	48	3 1/2	1 1/4	4	156	78	223	32	10
Witt-Will SS-3.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	52	3 1/2	1 1/4	4	52	3 1/2	1 1/4	4	137	78	226	32	10
Witt-Will N-1 1/2.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	48	3 1/2	1 1/4	4	48	3 1/2	1 1/4	4	137	78	226	32	10
Witt-Will S-2 1/2.....	3	1 1/4	1 1/4	1 1/4	V	8	1 1/4	12	1 1/4	31	1 1/4	F	52	3 1/2	1 1/4	4	52	3 1/2	1 1/4	4	137	78	226	32	10
Yellow Cab M22.....	3	1 1/4	1 1/4	1 1/4	V	8 1/4	2	10 1/2	2	38 1/2	3/4	V	49	2 1/2	1 1/4	2	45	2 1/2	1 1/4	2	60	43	181 1/2	34 1/2	10
Yellow Cab M42-1 1/4.....	3	1 1/4	1 1/4	1 1/4	V	8 1/4	2	10 1/2	2	38 1/2	3/4	V	21 3/4	3	1 1/4	2	11	3	1 1/4	2	92	61 1/4	181 1/2	34 1/2	10
Yellow Cab Express T1.....	3	1 1/4	1 1/4	1 1/4	V	9 1/2	2	9 1/2	2	39 1/4	3/4	V	21 3/4	3 1/2	1 1/4	4	11 1/2	2 1/2	1 1/4	2	94 1/2	61 1/4	181 1/2	34 1/2	10

Electric Commercial Cars

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F.....	12000	3650	.....	.....	2400	.....	A	.....	G-E	G-E	5	R	Own	Row	34x4	34x5	Ross	107	60
Autocar E 2D.....	15000	4300	.....	.....	2800	.....	A	.....	G-E	G-E	5	R	Own	Row	34x5	34x6	Ross	120	60
Autocar E 3H.....	18000	4900	.....	.....	3200	.....	A	.....	G-E	G-E	5	R	Own	Row	34x5	36x8	Ross	131	60
Autocar E 4Y.....	26000	6800	.....	.....	4000	.....	A	.....	G-E	G-E	5	R	Own	Row	34x6	36x6½	Ross	138	60
Autocar E 5M.....	30000	7200	.....	.....	4300	.....	A	.....	G-E	G-E	5	R	Own	Row	36x7	36x7½	Ross	138	60
C-T H-1.....	5600	2400	.....	.....	.....	14	A	55	G-E	Own	4	Own	F	Shel	36x3	36x3½	W	108	68
C-T F-1.5.....	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	94	65
C-T H-1.5.....	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	116	71
C-T F-2.....	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	96	66
C-T H-2.....	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	124	70
C-T F-4.....	11950	4200	.....	.....	.....	12	A	50	G-E	Own	4	Own	F	Shel	36x4	36x4½	W	116	68
C-T A-7.....	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	Own	F	Shel	36x5	36x5½	W	136	68
C-T F-7.....	17900	6000	.....	.....	.....	11	A	45	G-E	Own	4	Own	F	Shel	36x5	36x5½	W	136	68
C-T A-10.....	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	Own	F	Shel	36x7	36x7½	W	132	59
C-T F-10.....	22750	7000	.....	.....	.....	10	A	45	G-E	Own	4	Own	F	Shel	36x6	36x6½	W	152	68
Kelland AT.....	1950	1000	1500	.....	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BT.....	2050	1500	2000	.....	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CT.....	2150	2000	2500	.....	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Kelland AH.....	2500	1000	1500	.....	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3	36x3	Hin	106	60
Kelland BH.....	2600	1500	2000	.....	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x3½	Hin	106	60
Kelland CH.....	2700	2000	2500	.....	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x4	Hin	106	60
Kelland ATS.....	2200	1000	1500	.....	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BTS.....	2300	1500	2000	.....	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CTS.....	2400	2000	2500	.....	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Lansden Century.....	1700	1250	1600	.....	.....	15	S	60	G-E	Own	4	R	Flot	SP	32x4½	32x4½	Ross	108	50
Lansden Century.....	1950	2000	1850	.....	.....	15	S	60	G-E	Own	4	R	Flot	SP	32x5	32x5	Ross	112	50
Lansden Marathon.....	2900	2000	1850	.....	.....	14	A	50	G-E	Own	4	C	D	SP	36x3½	36x4	Bay	108	60
Lansden Marathon.....	4400	4000	2250	.....	.....	13	A	50	G-E	Own	4	C	D	SP	36x4	36x3½†	Bay	120	60
Lansden Marathon.....	5700	7000	2950	.....	.....	11	A	45	G-E	Own	4	C	D	SP	36x5	36x5½	Bay	133	60
Lansden Marathon.....	7500	10000	3350	.....	.....	10	A	40	G-E	Own	4	C	D	SP	36x6	36x6½	Bay	146	60
O. B-B.....	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	.....	C	D	.....	36x4	36x3½†	Own	107	.....
O. B-C.....	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	.....	C	D	.....	36x5	36x4	Own	135	.....
O. B-D.....	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	.....	C	D	.....	36x6	36x5½	Own	143	.....
Steinmets 15.....	6800	2200	1000	2250	1800	18	H&S	60	Own	Own	4	R	Own	Lig	32x4½*	32x4½*	Lav	114	55
Walker 12.....	1900	1000	.....	.....	.....	15	A	50	G-E	Own	4	.....	Tim	Det	32x3	32x3½	Ross	104	66
Walker 15.....	2800	1500	.....	.....	.....	14	A	50	West	West	5	Own	Own	Math	34x3	36x3½	Ross	94	66
Walker 22.....	3000	2000	.....	.....	.....	13	A	50	West	West	5	Own	Own	Math	34x3½	36x4	Ross	101	66
Walker 42.....	4200	4000	.....	.....	.....	13	A	50	West	West	5	Own	Own	Math	36x4	36x6	Ross	114	66
Walker P.....	6000	7000	.....	.....	.....	11	A	40	West	West	5	Own	Own	Math	36x5	38x5½	Ross	131	66
Walker N.....	6700	10000	.....	.....	.....	10	A	40	West	West	5	Own	Own	Math	36x6	38x6½	Ross	141	66
Walter HD.....	6800	2300	.....	2200	.....	16	A	60	Diehl	G-E	5	B	.....	.....	32x3½	32x4	Ross	98	60
Walter EN.....	13200	4400	.....	5000	3100	15	A	50	G-E	G-E	5	Own	D	.....	36x4	36x7	Gem	114	60
Walter EL.....	16800	5000	.....	7000	3700	13½	A	50	G-E	G-E	5	Own	D	.....	36x5	36x4	Gem	132	60
Walter ES.....	23600	7200	.....	11000	4500	12	A	50	G-E	G-E	5	Own	D	.....	36x6	40x6	Ross	150	70
Walter ER.....	28400	7500	.....	15000	4800	11	A	50	G-E	G-E	5	Own	D	.....	36x7	40x7	Ross	150	70
Ward A211.....	4650	1800	600	1150	.....	15	S	75	G-E	Own	4	W	Shel	Shel	32x3	32x3½	Own	88	56
Ward B-222.....	6000	2300	1010	1700	.....	14	S	84	G-E	Own	4	W	Shel	Shel	32x3½	32x4	Own	91	62
Ward C-211.....	8000	2670	2170	2880	.....	13	S	55	G-E	Own	4	W	Shel	Shel	32x3½	34x5	Own	96	64
Ward E-211.....	12000	3570	4480	5430	.....	12½	S	56½	G-E	Own	4	W	Shel	Shel	34x4	36x6	Own	108	65
Ward G-211.....	16000	4500	6560	7760	.....	11	S	44	G-E	Own	5	W	Shel	Shel	36x5	36x8	Own	120	68
Ward J-211.....	22500	6630	9500	11200	.....	10	S	39½	G-E	Own	5	W	Shel	Shel	36x6	36x10	Own	136	70
Ward M-211.....	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	Shel	Shel	36x7	36x7½	Own	152	71

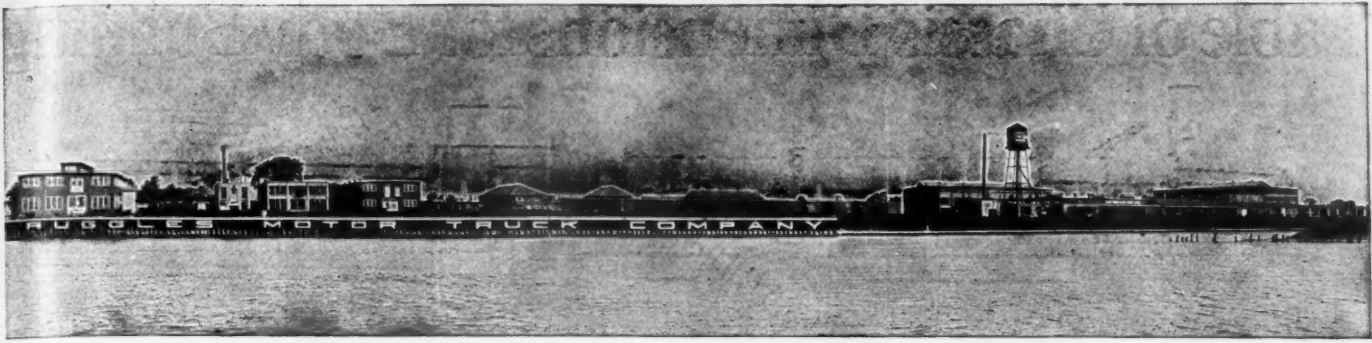
Manufacturers and Models Included in the Specification Tables

List Includes Manufacturers of Buses and Electric Trucks

How Manufacturer Sells

Trade Name	Capacity	Name	Address	Nation-ally	Locally	Branches	Distribu-tors	Dealers
Ace	2½-Bus	American Motor Truck Co.	Newark, Ohio	.....	Yes	.....	.....	.....
Acme	1, 1½, 2, 3, 5, 6½-Bus	Acme Motor Truck Co.	Cadillac, Mich.	Yes	No	No	Yes	Yes
Acorn	2½, 4	Acorn Motor Truck Co.	Chicago, Ill.	No	Yes	No	No	No
American-La France	2½, 3½, 5, 6, 7-T. T.	American-La France Fire Engine Co.	Elmira, N. Y.	Yes	.....	Yes	No	Yes
Armleder	1½, 2½, 3½ T. T.	O. Armleder Motor Truck Co.	Cincinnati, Ohio	Yes	.....	1-N. Y. State only	.....	.....
Atterbury	1½, 2½, 3½, 5	Atterbury Motor Car Co.	Buffalo, N. Y.	Yes	No	No	Yes	Yes
Autocar	1, 1½, 1½, 2, 2½, 3, 5, T. T.	Autocar Co.	Ardmore, Pa.	Yes	.....	Yes	.....	Yes
Available	1, 1½, 2, 2½, 3½, 4, 5	Available Truck Co.	Chicago, Ill.	No	Yes	No	.....	.....
Bessemer	1, 1½, 2½	Bessemer Motor Truck Co.	Plainfield, N. J.	.....	.....	.....	.....	.....
Bethlehem	1, 2, 2½, 3½	Bethlehem Motors Corp.	Allentown, Pa.	.....	.....	.....	.....	.....
Betz	1, 2½	Betz Motor Truck Co.	Hammond, Ind.	No	Yes	.....	No	No
Biederman	1, 1½, 1½, 2½, 3½, 5	Biederman Motors Co.	Cincinnati, Ohio	.....	.....	.....	.....	.....
Bridgeport	1½, 2½, 4-Bus	Bridgeport Motor Truck Corp.	Stratford, Conn.	Yes	Yes	Yes	Yes	Yes
Brinton	1½, 2½	Brinton Motor Truck Co.	Philadelphia, Pa.	.....	.....	.....	.....	.....
Brockway	1½, 2, 3, 4, 5-Bus	Brockway Motor Truck Corp.	Cortland, N. Y.	Yes	.....	Yes	Yes	Yes
C. T. Elec.	½, ¾, 1, 2, 3, 3½, 5	Commercial Truck Co.	Philadelphia, Pa.	Yes	No	Yes	Yes	Yes
Casco	1, 2	Casco Motors, Inc.	Sanford, Me.	No	Yes	.....	.....	.....
Chevrolet	½, 1	Chevrolet Motor Co.	Detroit, Mich.	.....	.....	.....	.....	.....
Clinton	1½, 2, 3, 4, 5 to 7-Bus	Clinton Motors Corp.	Reading, Pa.	.....	.....	.....	.....	.....
Clydesdale	1½, 1½, 2, 2½, 3, 3½, 5	Clydesdale Motor Truck Co.	Clyde, Ohio	Yes	No	No	Yes	Yes
Columbia	1½, 2½, 3	Columbia Motor Truck Co.	Pontiac, Mich.	.....	.....	.....	.....	.....
Commerce	1, 1½, 2, 2½-Bus	Commerce Motor Truck Co.	Ypsilanti, Mich.	Yes	No	No	Yes	Yes
Concord	1, 1½, 2, 2½, 3	Abbott-Downing Truck & Body Company	Concord, N. H.	.....	.....	.....	.....	.....
Corbitt	1, 1½, 1½, 2, 2½, 3, 4, 5	Corbitt Motor Truck Co.	Henderson, N. C.	Yes	.....	.....	Yes	Yes
Day-Elder	1½, 2, 2½, 3, 4, 5, Bus	Day-Elder Motors Corp.	Newark, N. J.	Yes	.....	.....	Yes	Yes
Defiance	1½	Century Motor Truck Co.	Defiance, Ohio	Yes	No	Yes	Yes	Yes
Denby	1½, 2, 2½, 3, 4, 5	Denby Motor Truck Corp.	Detroit, Mich.	.....	No	Yes	.....	.....
Diamond T	1, 1½, 1½, 2½, 3½, 5	Diamond T Motor Car Co.	Chicago, Ill.	Yes	No	Yes	Yes	Yes
Dixon	1½, 2, 2½, 3½, 5	Dixon Motor Truck Co.	Altoona, Pa.	.....	Yes	.....	.....	.....
Dodge Brothers	¾	Dodge Brothers, Inc.	Detroit, Mich.	.....	.....	.....	.....	.....
Dorris	1, 2½, 3½	Dorris Motor Car Co.	St. Louis, Mo.	.....	.....	.....	.....	.....
Double Drive	3	Double Drive Truck Co.	Benton Harbor, Mich.	.....	.....	.....	.....	.....
Duplex	1, 1½, 2, 3, 3½-Bus	Duplex Truck Co.	Lansing, Mich.	Yes	.....	No	.....	Yes
Eagle	1½, 2½	Eagle Motor Truck Corp.	St. Louis, Mo.	.....	.....	.....	.....	.....
F. W. D.	3	Four-Wheel Drive Auto Co.	Clintonville, Wis.	Yes	.....	Yes	.....	Yes
Fageol	2, 3, 4, 6-Bus	Fageol Motors Co.	Oakland, Cal.	Yes	No	.....	.....	.....
Federal	1, 1½, 1½, 2½, 4, 5-Bus, T. T.	Federal Motor Truck Co.	Detroit, Mich.	.....	.....	.....	.....	.....
Fifth Avenue	Bus	Fifth Avenue Coach Co.	New York City	.....	.....	.....	.....	.....
Fisher Fast Freight	1½	Standard Motor Truck Co.	Detroit, Mich.	Yes	No	No	Yes	Yes
Ford	1	Ford Motor Co.	Highland Park, Mich.	Yes	No	Yes	No	Yes
Front Drive	1½	Double Drive Truck Co.	Benton Harbor, Mich.	.....	.....	.....	.....	.....
Fulton	1, 2	Fulton Motors Corp.	Farmingdale, N. Y.	.....	.....	.....	.....	.....
G. M. C.	1, 2½, 3½, 5-T. T.	General Motors Truck Co.	Pontiac, Mich.	Yes	No	Yes	Yes	Yes
G. W. W.	1½, 2	Wilson Truck Mfg. Co.	Henderson, Iowa	.....	.....	.....	.....	.....
Garford	1, 1½, 2½, 4, 5, 7½ T. T. Bus	Garford Motor Truck Co.	Lima, Ohio	.....	.....	.....	.....	.....
Gary	1, 2½, 3, 3½, 5-Bus	Gary Motor Corp.	Gary, Ind.	.....	.....	.....	.....	.....
Gotfredson	1, 1½, 2, 3, 4, 5	Gotfredson Truck Corp.	Detroit, Mich. & Walkerville, Ont.	Yes	.....	Yes	Yes	.....
Graham	1, 1½-Bus	Graham Brothers	Detroit, Mich.	.....	.....	.....	.....	.....
Gramm-Bernstein	1, 1½, 1½, 2½, 3, 4, 5	Gramm-Bernstein Motor Truck Co.	Lima, Ohio	.....	.....	.....	.....	.....
Grass Premier	1, 1½, 2, 2½, 3½ Bus	Grass Premier Truck Co.	Sauk City, Wis.	No	Yes	No	No	No
Gullder	1½, 1½, 2, 3, 4, 5, 6-Bus	Gullder Engineering Co.	Poughkeepsie, N. Y.	.....	.....	.....	.....	.....
Hahn	1½, 1½, 2, 2½, 3, 5	Hahn Motor Truck Co.	Hamburg, Pa.	Yes	Yes	.....	.....	.....
Harvey	2½, 3½, Bus T. T.	Harvey Motor Truck Co.	Harvey, Ill.	No	Yes	Yes	No	No
Hug	1½, 2, 2½	Hug Company	Highland, Ill.	Yes	.....	.....	Yes	.....
Indiana	1, 1½, 2, 2½, 3½, 5	Indiana Truck Corp.	Marion, Ind.	Yes	Yes	Yes	Yes	Yes
International	1, 1½, 2, 3, 5-Bus	International Harvester Co. of America	Chicago, Ill.	.....	.....	.....	.....	.....
Kearns	1½, 2, 2½, 3½, 5	Kearns Dughie Motors Co.	Lewistown, Pa.	.....	.....	.....	.....	.....
Kelland (Elec.)	½, ¾, 1	Kelland Motor Car Co.	Newark, N. J.	No	Yes	No	No	No
Kelly-Springfield	1½, 2½, 3½-5-7	Kelly-Springfield Motor Truck Co.	Springfield, Ohio	Yes	No	Yes	Yes	Yes

Trade Name	Capacity	Name	Address	How Manufacturer Sells				
				Nation-ally	Locally	Branches	Distribu-tors	Dealers
Kenworth	1, 1½, 2, 3, 4, 5	Kenworth Motor Truck Corp.	Seattle, Wash.	No	Yes	No	.....	Yes
King Zeitler	1, 1½, 2½, 3½, 5	King Zeitler Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Kissel	1, 1½, 4, 5	Kissel Motor Car Co.	Hartford, Wis.	Yes	.....	No	Yes	Yes
Kleiber	1, 1½, 2½, 3½, 5	Kleiber Motor Truck Co.	San Francisco, Cal.	.....	.....	.....	.....	.....
Krebs	1½, 2, 2½, 3, 4, 5, 7½	Krebs Motor Truck Co.	Bellevue, Ohio	Yes	No	No	Yes	Yes
Lange	1½, 2½, 3½	Lange Motor Truck Co.	Pittsburgh, Pa.	.....	.....	.....	.....	.....
Lansden (Elec.)	¾, 1, 2, 3½, 5, 6	Lansden Company	Danbury, Conn.	Yes	.....	1-N. Y. State only	Yes	Yes
Larrabee-Deyo	1½, 1¾, 2¼, 2½, 3½-Bus	Larrabee-Deyo Motor Truck Co., Inc.	Binghamton, N. Y.	.....	.....	.....	.....	.....
LeMoon	1, 1½, 2, 2½, 3½, 5	Nelson & Le Moon	Chicago, Ill.	.....	.....	.....	.....	.....
Luedinghaus	1, 1½, 2, 3½, 5	Luedinghaus-Espenschied Wagon Co.	St. Louis, Mo.	.....	.....	.....	.....	.....
Maccar	1½, 2, 3, 4, 5	Maccar Truck Co.	Seranton, Pa.	No	Yes	4	Yes	Yes
Mack	1½, 2, 2½, 3½, 5, 6½, 7½-Bus	International Motor Co.	New York, N. Y.	Yes	.....	86	.....	Yes
Mason Road King	1½-Bus	Mason Motor Truck Co.	Flint, Mich.	Yes	.....	Yes	Yes	Yes
Master	1½, 1¾, 2½, 3, 3½, 4, 5, 5½-Bus	Master Motor Truck Mfg. Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Menominee	1, 1¼, 1½, 2½	Menominee Motor Truck Co.	Clintonville, Wis.	.....	.....	.....	.....	.....
Moreland	1, 1½, 2, 2½, 3, 3½, 5	Moreland Motor Truck Co.	Burbank, Cal.	.....	.....	.....	.....	.....
Nash	1, 2	Nash Motors Co.	Kenosha, Wis.	Yes	No	No	Yes	Yes
National	2, 3, 3½	National Steel Car Corp., Ltd.	Hamilton, Ont., Canada	Yes	No	2	No	Yes
Netco	2½, 3, 4	New England Truck Co.	Fitchburg, Mass.	.....	.....	.....	.....	.....
Noble	1, 1½, 2, 2½, 3, 3½, 4	Noble Motor Truck Co.	Kendallville, Ind.	No	No	No	Yes	Yes
Northway	1½, 3, 5	Northway Motors Corp.	Natick, Mass.	.....	.....	.....	.....	.....
O. B. (Elec.)	2, 3½, 5	O. B. Electric Vehicles, Inc.	Long Island City, N. Y.	.....	.....	.....	.....	.....
O. K.	1, 1½, 2, 2½, 3½	Nolan Truck Co.	Okay, Okla.	.....	.....	.....	.....	.....
Ogden	1, 1½, 2½, 3½, 5	Ogden Truck Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Oshkosh	2, 2½, 4	Oshkosh Motor Truck Mfg. Co.	Oshkosh, Wis.	.....	Yes	No	.....	Yes
Overland	½	Willys-Overland Co.	Toledo, Ohio.	Yes	Yes	24	Yes	Yes
Patriot	1½, 2, 3	Patriot Mfg. Co.	Havelock, Neb.	Yes	No	No	Yes	Yes
Penn	1, 2	Penn Motors Corp.	Philadelphia, Pa.	.....	.....	.....	.....	.....
Pierce-Arrow	2, 3, 4, 5, 6, 7½, T. T.	Pierce-Arrow Motor Car Co.	Buffalo, N. Y.	Yes	No	.....	Yes	Yes
Rainier	¾, 1, 1½, 2, 2½, 3½, 6	Rainer Trucks, Inc.	Long Island City, N. Y.	No	Yes	No	Yes	Yes
Rehberger	2, 3, 4, 5	Arthur Rehberger & Son, Inc.	Newark, N. J.	No	Yes	No	.....	.....
Reo	1½-Bus	Reo Motor Car Co.	Lansing, Mich.	.....	.....	.....	.....	.....
Republic	1½, 1¾, 2, 3, 4	Republic Motor Truck Co., Inc.	Alma, Mich.	Yes	No	No	Yes	Yes
Rowe	2½, 3, 4, 5	Rowe Motor Mfg. Co.	Lancaster, Pa.	.....	.....	.....	.....	.....
Ruggles	1, 1¼, 1½, 2, 2½, 3-Bus	Ruggles Motor Truck Co.	Saginaw, Mich.	.....	.....	.....	.....	.....
Rumely	1½	Advance Rumely Thresher Co.	Laporte, Ind.	Yes	No	30	Yes	Yes
Safeway Six	Bus	The Six Wheel Co.	Philadelphia, Pa.	Yes	.....	.....	.....	.....
Wheeler	1, 1½, 2, 2½, 3½, 5	Sandow Motor Truck Co.	Chicago Heights, Ill.	Yes	No	.....	.....	.....
Sandow	1, 1½, 2, 2½, 3½, 5	Sanford Motor Co.	Syracuse, N. Y.	Yes	.....	.....	Yes	.....
Sanford	1, 1½, 2, 2½, 3, 3½, 4, 5-Bus	Adolph Saurer, Inc.	New York, N. Y.	.....	Yes	Yes	No	Yes
Saurer	1, 1½, 2, 2½, 3, 3½, 4, 5-Bus	G. A. Schacht Motor Truck Co.	Cincinnati, Ohio.	Yes	.....	Yes	.....	Yes
Schacht	1, 1½, 2, 2½, 3, 3½, 4, 5-Bus	Selden Truck Corp.	Rochester, N. Y.	Yes	No	Yes	Yes	Yes
Selden	1, 1½, 2, 2½, 3, 3½, 4, 5-Bus	Service Motors, Inc.	Wabash, Ind.	Yes	.....	Yes	Yes	Yes
Service	1, 1½, 2½, 3½, 5	Standard Motor Truck Co.	Detroit, Mich.	Yes	No	No	Yes	Yes
Standard	1½, 1¾, 2½, 3½, 6	Steinmetz Electric Motor Car Corp.	Arlington, Balti-more, Md.	Yes	.....	.....	Yes	Yes
Steinmetz (Elec.)	1, 1½, 2, 2½, 3, 3½, 5, 6, 10, T. T.-Bus	Sterling Motor Truck Co.	Milwaukee, Wis.	Yes	.....	Yes	Yes	Yes
Sterling	1, 1½, 2, 2½, 3, 3½, 4	Stewart Motor Corp.	Buffalo, N. Y.	Yes	.....	Yes	Yes	Yes
Stewart	1½, 1¾, 2, 3, 2½, 3, 3½, 5	Stoughton Wagon Co.	Stoughton, Wis.	.....	.....	.....	.....	.....
Stoughton	1½, 1¾, 2, 3, 2½, 3, 3½, 5	O'Connell Motor Truck Co.	Waukegan, Ill.	No	Yes	No	No	No
Super Truck	1½, 2, 3	Traffic Motor Truck Corp.	St. Louis, Mo.	.....	.....	.....	.....	.....
Traffic	1, 1½, 2, 3½, 5	Transport Truck Co.	Mt. Pleasant, Mich.	.....	.....	.....	.....	.....
Transport	1½, 3, 5	Traylor Eng. & Mfg. Co.	Allentown, Pa.	.....	.....	.....	.....	.....
Traylor	2½, 3½-Bus	Minneapolis Steel & Machinery Co.	Minneapolis, Minn.	Yes	No	Yes	Yes	Yes
Twin City	1½, 1¾, 2, 2½, 3, 4, 5-7	United States Motor Truck Co.	Cincinnati, Ohio	.....	.....	.....	.....	.....
U. S.	1½, 2½, 4, Bus	Union Motor Truck Co.	Bay City, Mich.	Yes	Yes	.....	.....	Yes
Union	1½, 1¾, 2, 2½, 3, 5-Bus	United Motor Products Co.	Grand Rapids, Mich.	Yes	.....	Yes	Yes	Yes
United	1½, 1¾, 2, 2½, 3, 5-Bus	Victor Motors, Inc.	St. Louis, Mo.	.....	.....	.....	.....	.....
Victor	1½, 1¾, 2, 2½, 3½, 5, 6	Wachusett Motors, Inc.	Fitchburg, Mass.	.....	Yes	.....	.....	.....
Wachusett	1, 1½, 2, 2½	Walker Vehicle Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Walker (Elec.)	½, ¾, 1, 2, 3½, 5	Walter Motor Truck Co.	Long Island City, N. Y.	Yes	Yes	.....	Yes	.....
Walter (Elec.)	T. T.	Ward Motor Vehicle Co.	Mt. Vernon, N. Y.	Yes	.....	Yes	Yes	Yes
Ward (Elec.)	750 lbs. to 7 ton	Ward La France Truck Corp.	Elmira, N. Y.	Yes	No	Yes	.....	Yes
Ward La France	2½, 3½, 5, 7-Bus	White Co.	Cleveland, Ohio	.....	.....	.....	.....	.....
White	¾, 2, 2½, 3½, 5-Bus	Wilcox Trux, Inc.	Minneapolis, Minn.	.....	.....	.....	.....	.....
Wilcox	1, 1½, 2½, 3½, 5	Winther Motor Co.	Kenosha, Wis.	.....	.....	.....	.....	.....
Winther	1½, 2½, 3, 3½, 5, 7	Witt Will Co., Inc.	Washington, D. C.	No	Yes	No	No	No
Witt Will	1½, 2, 2½, 3, 4, 5	Yellow Cab Mfg. Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Yellow Cab	¾, 1-Bus			.....	.....	.....	.....	.....



Permanent—Progressive

RUGGLES

A Safe Company To Tie To—

- A factory large enough to accommodate a steady expansion for years to come.
- Capital and resources adequate for every requirement of a constantly growing business.
- A management composed of prominent bankers, capitalists, and heads of large industries — men capable of carrying out a large enterprise in a successful manner.
- A president who has built more motor trucks than any other exclusive truck manufacturer in the world.
- A responsibility which warrants any dealer making the necessary investment of time, money and effort to develop a permanent and profitable business with The Ruggles Line.
- A policy which has consistently helped Ruggles Dealers make money and enabled many to become the most successful truck merchandisers in America.
- A complete line of "Better Trucks for Less Money," which makes the Ruggles dealer franchise a real business opportunity.

RUGGLES

FROM its first year, The Ruggles Motor Truck Company has been one of the outstanding successes in the motor truck industry.

No other exclusive truck manufacturer has made such definite progress in so short a time—definite because Ruggles has steadily forged ahead during a period when scores of truck companies were going backward or passing out of the picture entirely.

Year after year Ruggles has shown a substantial gain in distribution, sales, production and financial strength.

TODAY Ruggles Trucks are firmly established from coast to coast and in many export markets the world over.

This continued growth and expansion during the most difficult times the industry has ever known is a fitting tribute to the soundness of Ruggles policies, aggressive sales methods, vision, confidence and ability.

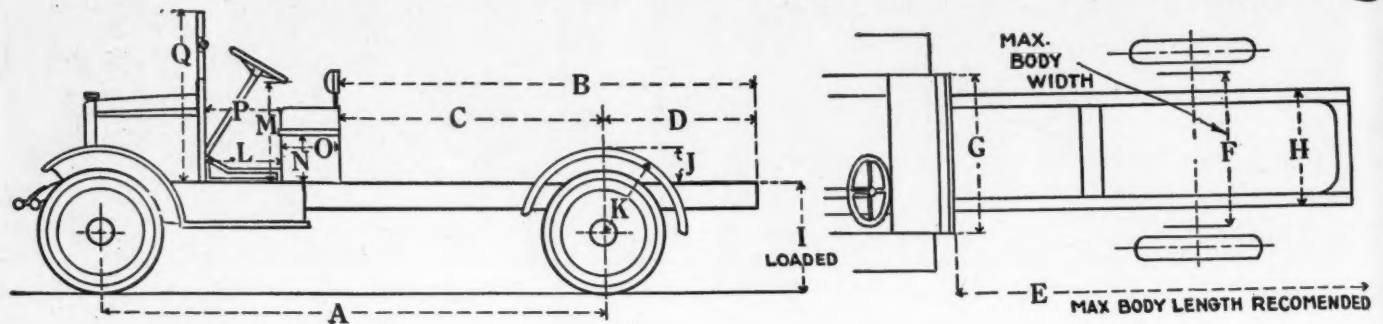
We have a Permanent, Progressive Proposition to offer Dealers in open territories.

Ruggles Motor Truck Company

Saginaw, Michigan

RUGGLES

Table of Chassis Dimensions for Body Building



Model Name or No.	Cap. in Tons	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	Max. Body Weight Recom'd. Lb.
Abbott Downing Truck and Body Corp., Concord, N. H. (Concord)																			
E	1	135	109	63½	45½	120	42	5'	32½	34	....	....	25	32	14	20	25	....	....
G	2	140	123	75½	42½	144	46	60	32½	34	....	....	25	32	14	20	25	....	....
J	2½	140	123	75½	42½	144	46	60	32½	34	....	....	25	32	14	20	25	....	....
JL	2½-3	170	153½	95	58½	180	46	60	32½	32	....	....	25	30	13	20	25	....	....
Bus	3	196	172	113½	58½	190	46	60	32½	35	....	....	24	34	14	20	24	....	....
Acme Motor Truck Co., Cadillac, Mich.																			
21	1	130	97½	56½	41	108	46	53	34	28	....	....	23½	....	19	21½	23½	....	1000
20-L	1-1½	136	106½	61½	45½	108	46	57½	34	33	....	....	23½	....	14½	21½	23½	....	1000
41	2	150	130½	78½	51½	132	46	53	34	31½	....	....	23½	....	19	21½	23½	....	1400
60-L	3	156	139½	77½	61½	144	46	57½	34	33½	....	....	23½	....	14½	21½	23½	....	1600
90-L	4½	176½	152½	95½	57	156	49	60	37	37½	....	....	23½	....	14½	21½	23½	....	2000
125	6½	179½	158½	98½	60	168	53	60	37	39	....	....	23½	....	14½	21½	23½	....	2500
Advance Rumely Thresher Co., Inc., La Porte, Ind. (Rumely)																			
A	1½-2	144	122	72	50	126	48	42½	34	35	....	....	25½	29½	15½	20½	24½	....	....
American La France Fire Engine Co., Elmira, N. Y.																			
2-R1257	2	160½	132	81½	50½	....	....	....	33	33½	10½	....	26	....	....	20	26	....	....
2-R1257	2	177½	156	98½	57	....	....	....	33	33½	10½	....	26	....	....	20	26	....	....
2-R1257	2	189½	180	110½	69	....	....	....	33	35	9½	....	26	....	....	20	26	....	....
2-R1257	2	143½	95½	63½	32	....	....	....	33	33½	10½	....	26	....	....	20	26	....	....
2-R1257	2	151	95½	63½	32	....	....	....	33	33½	10½	....	26	....	....	20	26	....	....
2-R1257	2	205½	216	126½	89½	....	....	....	33	35	9½	....	26	....	....	20	26	....	....
2-R1257	2	197½	204	118½	85½	....	....	....	33	35	9½	....	26	....	....	20	26	....	....
5-R1530	3½	154	123	79½	43½	....	....	....	35½	34	7½	....	26	....	....	20	26	....	....
5-R1530	3½	146½	104½	71½	33½	....	....	....	35½	34	7½	....	....	....	....	....	....	....	....
5-R1546	3½	164½	144½	89½	54½	....	....	....	36½	34	11½	....	27½	....	....	20	27½	....	....
5-R1546	3½	178½	168½	103½	64½	....	....	....	36½	34	11½	....	27½	....	....	20	27½	....	....
5-R1546	3½	188½	192½	113½	78½	....	....	....	36½	34	11½	....	27½	....	....	20	27½	....	....
5-R1546	3½	199½	210½	124½	85½	....	....	....	36½	34	11½	....	27½	....	....	20	27½	....	....
5-R1530	5	146½	104½	71½	33	....	....	....	36	37½	8½	....	....	....	....	....	....	....	....
5-R1530	5	154½	123½	80	43½	....	....	....	36	37½	8½	....	....	....	....	....	....	....	....
5-R1546	5	165	144½	90½	54	....	....	....	36½	37½	....	....	27½	....	....	20	27½	....	....
5-R1546	5	179	168½	104½	64	....	....	....	36½	37½	....	....	27½	....	....	20	27½	....	....
5-R1546	5	189	192½	114½	78	....	....	....	36½	37½	....	....	27½	....	....	20	27½	....	....
5-R1546	5	200	210½	125½	85	....	....	....	36½	37½	....	....	27½	....	....	20	27½	....	....
American Motor Truck Co., Newark, O. (Ace)																			
40	2	150	144½	85	59½	168	45	55	32	32	....	....	26	35	18½	17½	21½	55	....
56	2½	150	144½	85	59½	168	45	55	32	32	....	....	26	35	18½	17½	21½	55	....
60	2½-3	156	142½	84½	58½	168	45	55	32	33	....	....	26	34	18½	17½	21½	55	....
The O. Armleder Motor Truck Co., Cincinnati, O.																			
30	1½	148	121	71½	49½	132	50	58	32	29½	....	....	24½	33	15½	20½	24½	....	1200
30	1½	168	145	92½	52½	156	50	58	32	29½	....	....	24½	33	15½	20½	24½	....	1200
50	2½	152	133	77½	55½	144	46	58	32	31½	....	....	24½	33	15½	20½	24½	....	1500
50	2½	170	157	95½	61½	168	46	58	32	31½	....	....	24½	33	15½	20½	24½	....	1500
55	2½	152	133	77½	55½	144	45	58	32	31½	....	....	24½	33	15½	20½	24½	....	1500
55	2½	170	157	95½	61½	168	45	58	32	31½	....	....	24½	33	15½	20½	24½	....	1500
70	3½	156	138	87½	50½	144	50	58	36½	35½	....	....	24½	33	15½	20½	24½	....	2000
70	3½	186	168	117½	50½	174	50	58	36½	35½	....	....	24½	33	15½	20½	24½	....	2000
Atterbury Motor Car Co., Buffalo, N. Y.																			
20R	1½	144	122½	72½	49½	138	66	51	34	31	....	....	25½	....	17	19	25½	....	1250
22C	2½-3	156	129½	78½	50½	156	72	60	34	33½	....	....	25½	....	18	21	25½	....	2000
22C	2½-3	180	165½	102½	62½	168	72	60	34	33½	....	....	25½	....	18	21	25½	....	2000
22D	3½-4	150	101½	69½	31	....	....	60	37½	36½	....	....	25½	....	18	21	25½	....	2000
22D	3½-4	198	190½	117½	73½	210	78	60	37½	36½	....	....	25½	....	18	21	25½	....	2500
22D	3½-4	174	142½	93½	49½	168	78	60	37½	36½	....	....	25½	....	18	21	25½	....	2500
8E	5-6	167½	157½	80½	77	156	78	57	37½	38½	....	....	25½	....	18	21	25½	....	2500
8E	5-6	192	192	105½	86½	204	78	57	37½	38½	....	....	25½	....	18	21	25½	....	2500
Autocar Co., Ardmore, Pa.																			
21-F	1½-2	97	91	67	24	114	49	55½	34	31½	10	24	25	27½	16½	27½	25	....	....
21-G	1½-2	120	114	90	24	144	49	55½	34	31	10	24	25	27½	16½	27½	25	....	....
27-H	2-3	114	131½	76	55½	168	78	55	34½	31½	....	....	22½	28½	19	33	22½	....	....
27-K	2-3	138	155½	100	55½	180	84	55	34½	31½	....	....	22½	28½	19	33	22½	....	....
27-KA	2-3	162	179½	124	55½	192	84	55	34½	32½	....	....	22½	28½	19	33	22½	....	....
HPDS	3	114	105	76	29	120	72	55	34½	31½	....	....	22½	28½	19	33	22½	....	....
26-M	5	120	140	80½	59	156	72	55	34½	35½	....	....	24½	26½	18½	33	24½	....	....
26-L	5	156	176	116½	59	204	84	55	34½	35½	....	....	24½	26½	18½	33	24½	....	....
25-LA	5	192	214	152½	61½	216	84	55	34½	37½	....	....	24½	26½	18½	33	24½	....	....
Bessemer Motor Truck Co., Grove City, Pa.																			
G	1-1½	124	98½	58½	39½	105	41	35½	34	28½	FN	FN	24	28	17	20½	24	WN	900
H-2	1½-2	144	116	76	40	144	44	35½	34	29½	....	....	24	28	17	20½	24	....	1050
J-2	2½-3	158	142½	97½	50½	158	46	35½	34	30½	....	....	27	26	17	20½	24	....	1350
K-2	4-5	156	132½	89	43½	156	58	50	38	35½	....	....	24½	27	17	20½	24	....	1700
K-2	4-5	175	157½	108	49½	175	58	50	38	35½	....	....	24½	27	17	20½	24	....	1700

Model Name or No.	Cap. in Tons	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	Max Body Weight Rec'd Lb.
Bethlehem Motor Corp. of N. Y., Allentown, Pa.																			
KN	1	125	89	56	33	108	....	48	32	28	....	....	24	29	15	20	24	....	900
GN	2	138	117	74	43	132	....	48	34½	35	....	....	24	31	15	20	24	....	1200
L	2½	145	135	81½	53½	150	....	48	34½	37	....	....	24	31	15	20	24	....	1500
M	3½	168	161	104	57	176	....	48	34½	38½	....	....	24	31	15	20	24	....	1800
CS	3½	145	131	81½	44½	132	....	48	33	38	....	....	24	31	15	20	24	....	2000
Betz Motor Truck Co., Hammond, Ind.																			
J-3	1	135	112	62	50	112	47	54	34	30	6	22	25	29	13	18	26	54	750
F-3	1½	140	118	68	50	130	47	54	34	32	7	25	25	29	13	18	26	54	1050
D-3	2½	168	146	85	61	158	47	56	34	35	7½	27	25	29½	13	18	26	54	1200
Brockway Motor Truck Corp., Cortland, N. Y.																			
E	1½	135	102	58½	44½	102	46	50½	36	....	12	23	17½	....	14	19	26¾	....	....
E-7	1½	153¾	126	75½	50½	126	47	50½	43	....	12	23	17½	....	14	19	....	....	....
S	2	140¾	126	72	54	126	53½	54	....	....	....	....	17½	....	15	19	....	....	....
K	3	153	156	89½	66½	....	49½	54	....	....	....	....	....	....	18½	20	....	....	....
R	4	165½	180	103½	76½	....	53½	60	....	....	....	....	....	....	18½	20	....	....	....
T	5	174	186	104½	81½	....	55½	60	....	....	....	....	....	....	17½	20	....	....	....
Chevrolet Motor Co., Detroit, Mich.																			
Commercial	½	102½	52¾	31½	20	....	....	31½	....	....	11½	....	24½	25	....	....	....	....	....
Utility	1	120	88½	53	35½	....	....	27	37	....	....	....	26½	25	....	....	....	....	....
Clinton Motors Corp., Reading, Pa.																			
20	1½	150	112	74	38	120	46	48	34	27	....	....	26	28½	18	20½	26	....	1350
45S	2	147	100	66	34	108	45½	48	33½	30	....	....	26	32	18	20½	26	....	2125
45L	2	162	131	81	50	144	45½	48	33½	30	....	....	26	32	18	20½	26	....	2125
65S	3	166	120	84	36	132	43	55	33½	30½	....	....	26	30½	18	20½	26	....	2275
65L	3	184	166	102	64	174	43	55	33½	30½	....	....	26	30½	18	20½	26	....	2275
90S	4	172	120	87	33	132	47½	55	38	32	....	....	26	30	18	20½	26	....	2590
90L	4	190	163	105	58	174	47½	55	38	32	....	....	26	30	18	20½	26	....	2590
120L	5	204	206½	115	91½	220	50	60	38	35	....	....	26	30	18	20½	26	....	3000
120S	7	180	130½	91	39½	144	50	60	38	37	....	....	26	30	18	20½	26	....	3000
Clydesdale Truck Co., Clyde, O.																			
10A	1½	137	109	62	47	....	50	....	34	....	11	....	22	30	....	24	22	....	....
10A	1½	153	109	78	31	....	50	....	34	28½	11	....	22	30	....	24	22	....	....
10	1½	138	109	63	46	....	50	....	34	....	11	....	22	30	....	24	22	....	....
10	1½	154	109	79	30	....	50	....	34	28½	11	....	22	30	....	24	22	....	....
9	2	148	120	72	48	....	49	....	33½	....	10½	....	22	30	....	24	22	....	....
9	2	160	144	84	60	....	49	....	34½	....	10½	....	22	30	....	24	22	....	....
8	3¼	170	142½	88½	54	....	51	....	34½	....	10½	....	25	33¾	....	21	25	....	....
8	3¼	156	118½	74½	44	....	51	....	34½	33	10½	....	25	33¾	....	21	25	....	....
6X	3¼	180	168½	101	67½	....	....	....	33½	....	10	....	24	33¾	....	22	24	....	....
6X	3¼	163	134	84	50	....	....	....	33½	....	10	....	24	33¾	....	22	24	....	....
6	4¼	180	166½	99	67½	....	....	....	33½	....	10	....	24	33¾	....	22	24	....	....
6	4¼	163	132	82	50	....	....	....	33½	....	10	....	24	33¾	....	22	24	....	....
4X	6½	197	166½	116	50½	....	....	....	38	....	11	....	24	33¾	....	22	24	....	....
4X	6½	177	143	96	47	....	....	....	38	....	11	....	24	33¾	....	22	24	....	....
4	6½	197	159½	109	59½	....	....	....	38	....	11	....	24	33¾	....	22	24	....	....
4	6½	177	136	89	47	....	....	....	38	....	11	....	24	33¾	....	22	24	....	....
2	9½	204	207	116	91	....	....	....	38	....	10	....	24	33¾	....	22	24	....	....
2	9½	176	131	88	43	....	....	....	38	....	10	....	24	33¾	....	22	24	....	....
Commerce Motor Truck Co., Ypsilanti, Mich.																			
S-11	1½	142	108	69	39	126	48	54¾	34	28½	....	....	26	30½	18	20	26	....	1200
S-15C	2	160	128	88	40	144	47½	54¾	34	30	....	....	26	30¾	18	20	26	....	1500
S-14B	2	146	116	74	42	132	47½	54¾	34	30	....	....	26	30¾	18	20	26	....	1500
25C	2½	176	151	103	48	168	44	54¾	34	31	....	....	26	30¾	18	20	26	....	1500
25B	2½	156	131	83	48	150	44	54¾	34	31	....	....	26	30¾	18	20	26	....	1500
25A	2½	144	104	71	33	120	44	54¾	34	31	....	....	26	30¾	18	20	26	....	1500
Corbitt Motor Truck Co., Henderson, N. C.																			
E	1	130	104	62	42	114	48	48	34	34	8	25	23	....	18	18	24	....	900
25	1½	140	110	72	38	120	48	48	34	34	10	25	23	....	18	18	24	....	1200
D	1½	140	110	72	38	120	48	48	34	34	8	25	23	....	18	18	24	....	1050
C	2	148	132	78	54	144	50	48	35	35	8	26	23	....	18	18	24	....	1200
B	2½	152	136	78	54	144	50	48	35	32½	8	26	23	....	18	18	24	....	1350
R	3	160	153	92	61	156	50	48	35	32½	8	26	23	....	18	18	24	....	1500
A	3½	172	168	106	62	180	54	48	35	35	8	26	26	....	18	18	27	....	1600
Day Elder Motors Corp., Newark, N. J.																			
G	1½	128	105	61	44	120	....	53	35	31	....	....	21½	29	13¾	20¾	21½	27¾	1200
G	1½	144	132	77	55	144	....	53	34	31	....	....	21½	29	13¾	20¾	21½	27¾	1200
H	2	144	132	77	55	144	....	53	34	31	....	....	21½	29	13¾	20¾	21½	27¾	1200
H	2	168	161	101½	59½	174	....	53	35	31	....	....	21½	29	13¾	20¾	21½	27¾	1200
I	2½	150	123½	77½	46	132	....	53	35	33	....	....	21½	29	13¾	20¾	21½	30¼	1500
I	2½	165	147½	92½	55	156	....	53	35	33	....	....	21½	29	13¾	20¾	21½	30¼	1500
J	3	156	115½	77	38½	132	....	53	35	33	....	....	21½	29	13¾	20¾	21½	30¼	2000
J	3	165	143½	86	57½	156	....	53	35	33	....	....	21½	29	13¾	20¾	21½	30¼	2000
K	3	180	161	101	60	174	....	53	35	33	....	....	21½	29	13¾	20¾	21½	30¼	2000
K	4	162	121	86	35	132	....	57	37	38	....	....	23	31	16	20¾	23	32	2000
K	4	170	154	94	60	168	....	57	37	38	....	....	23	31	16	20¾	23	32	2000
K	4	196	204	120	84	216	....	57	37	38	....	....	23	31	16	20¾	23	32	2000
L	5-6	162	115	80	35	132	....	57	37	40	....	....	23	31	16	20¾	23	32	2500
L	5-6	170	148	88	60	162	....	57	37	40	....	....	23	31	16	20¾	23	32	2500
L	5-6	196	198	114	84	216	....	57	37	40	....	....	23	31	16	20¾	23	32	2500
Diamond T Motor Car Co., Chicago, Ill.																			
75	1	130	90	57½	32½	96	....	....	34	27½	....	....	26	26¾	14	20	26	....	800
04	1½	132	100	58½	41¾	108	....	....	34	30½	....	....	23¾	29¼	14	20	23¾	....	1000
T2	1½	144	123¼	70¼	53	120	....	....	34	30¾	....	....	23¾	29¼	14	20	23¾	....	1000
U3																			

Model Name or No.	Cap. in Tons	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	Max. Body Weight Recom'd Lb.
Dorris Motor Car Co., St. Louis, Mo.																			
K4	2½	144	124¾	78¾	46¾	132	72	54	34	32¼	8	23	24	32	16	22	24	30	1500
K4	2½	162	142¾	96¾	46¾	157	72	54	34	32¼	8	23	24	32	16	22	24	30	1500
K7	3½	154	138½	90½	48	144	72	54	36	37	8	23	24	32	16	22	24	30	18-2000
K7	3½	174	158½	110½	48	168	72	54	36	37	8	23	24	32	16	22	24	30	2000
K7	3½	194	178½	130½	48	186	72	54	36	37	8	23	24	32	16	22	24	30	2000
Double Drive Truck Co., Benton Harbor, Mich.																			
Fr. Drive	1½	130	108	70	38	120	50	48	36	34	.....	.....	25	27	16	21	25	.....	1200
Dbl. Drive	3	144	120	82	38	132	50	48	36	34	.....	.....	25	27	16	21	25	.....	2000
Duplex Truck Co., Lansing, Mich.																			
G	1	132	102	59	43	114	66	52	34	30¼	.....	.....	25	31½	15½	21	23	.....	90
G-H	1½	138	119	64	55	132	66	52	34	30¾	.....	.....	25	31½	15½	21	23	.....	1000
A	2	160	156	87	69	168	72	52	34	33	.....	.....	25	31½	15½	21	23	.....	1200
A-C	3	165	151	87	64	168	84	52	34	33½	.....	.....	25	31½	15½	21	23	.....	1500
E-F	3½	130	126	80	46	144	84	56	39½	37½	.....	.....	32	35	15½	19	28	.....	1800
Durant Motors Inc., Flint, Mich. (Mason Road King)																			
A	1½	130	85	56¾	28¼	108	46	50½	30	32	13¾	24¾	31	29	10	15	25	52½	.....
B	1½	150	130½	76¾	53¾	131	46	50½	30	32	.....	.....	31	29	10	15	25	52½	.....
Fageol Motor Corp., Oakland, Cal.																			
235	2½	136¾	120	68¾	51¼	.....	.....	.....	34	31¾	9	.....	.....	32	.....	.....	.....	.....	.....
340	3½	150	141	82	59	.....	.....	.....	34	33¾	9	.....	.....	32	.....	.....	.....	.....	.....
340	3½	172	180	104	76	.....	.....	.....	34	33¾	9	.....	.....	32	.....	.....	.....	.....	.....
360	3½	150	138½	79½	59	.....	.....	.....	34	33¾	9	.....	.....	.....	.....	.....	.....	.....	.....
360	3½	172	177½	101½	76	.....	.....	.....	34	33¾	9	.....	.....	.....	.....	.....	.....	.....	.....
445	4½	154	143½	84	59½	.....	.....	.....	37¾	34½	9	.....	.....	34¾	.....	.....	.....	.....	.....
445	4½	172	159½	102	53½	.....	.....	.....	37¾	34½	9	.....	.....	34¾	.....	.....	.....	.....	.....
445	4½	190	189½	120	65½	.....	.....	.....	37¾	34½	9	.....	.....	34¾	.....	.....	.....	.....	.....
645	6	154	143½	84	59½	.....	.....	.....	37¾	32½	9	.....	.....	.....	.....	.....	.....	.....	.....
645	6	172	159½	102	53½	.....	.....	.....	37¾	32½	9	.....	.....	.....	.....	.....	.....	.....	.....
645	6	190	189½	120	65½	.....	.....	.....	37¾	32½	9	.....	.....	.....	.....	.....	.....	.....	.....
Federal Motor Truck Co., Detroit, Mich.																			
3R	¾	132	110¾	61¾	48¾	.....	.....	38	34	28½	11½	.....	25	31¾	14½	19	25	.....	.....
S23	1½	145½	118½	76½	41¾	.....	.....	38	34	29½	13	.....	25	31¾	15¾	19	25	.....	.....
U2	2-2½	157½	134	88¾	45¼	.....	.....	42	34	30	14	.....	25	34¾	16¼	19	25	.....	.....
W2	3½-4	156¾	154	90¾	63¾	.....	.....	50	38	34½	14½	.....	25	32½	16½	19	25	.....	.....
X2	5-6	163	154	90¾	63¾	.....	.....	.....	.....	35½	11	.....	25	32½	16½	19	25	.....	.....
Ford Motor Co., Highland Park, Mich.																			
TTA-B	1	123	.....	.....	.....	.....	.....	27¾	23	27½	.....	.....	28½	24¾	9½	13	28½	.....	.....
Four Wheel Drive Auto Co., Clintonville, Wis.																			
B	3	124	136	97	39	138	41¼	60	36	37	.....	.....	20	41½	26½	31	20	.....	2000
B	3	136	148	109	39	148	41¼	60	36	37	.....	.....	20	41½	26½	31	20	.....	2000
B	3	148	172	121	51	172	41¼	60	36	37	.....	.....	20	41½	26½	31	20	.....	2000
B	3	156	196	129	67	196	41¼	60	36	37	.....	.....	20	41½	26½	31	20	.....	2000
FWD	3	124	130	91	39	130	60	42	36	37	6	24	18½	39	21¾	30½	18	37	1800
Fulton Motors Corp., Farmingdale, N. Y.																			
C	2	137	120	73	47	144	46	51	34	32¾	.....	.....	31¼	29	.....	16	24½	52½	1600
Garford Motor Truck Co., Lima, O.																			
15	1	132	96	61	35	108	50	55	34	29	13	.....	26	29	.....	17	.....	.....	1000
30	1½	144	120	70	49	120	52	48	34	29½	10	.....	26	31¾	.....	20	.....	.....	1200
50	2½	156	144	82	62	144	52	61	34	32	11	.....	26	32	.....	19	.....	.....	1500
80	4	162	150	88½	61½	156	54½	61	36	35¾	6	.....	26	33½	.....	19	.....	.....	2000
68D	5	167	150	93½	56½	156	56½	61	36	38½	7½	.....	26	31½	.....	19	.....	.....	2500
Gary Motor Corp., Gary, Ind.																			
IL	1½	175	157½	106	51½	.....	.....	.....	.....	30¾	10	.....	23½	.....	17	18	23½	.....	.....
L	1½	144	120	75	45	.....	.....	.....	.....	30¾	10	.....	23½	.....	17	18	23½	.....	.....
J	2½	148	120	79	41	.....	.....	.....	.....	31¾	10	.....	23½	.....	17	18	23½	.....	.....
JL	2½	175	156	106	50	.....	.....	.....	.....	31¾	10	.....	23½	.....	17	18	23½	.....	.....
KT	3½	162	148	86	62	.....	.....	.....	.....	36¼	10	.....	23½	.....	17	20	23½	.....	.....
KTL	3½	198	184	122	62	.....	.....	.....	.....	36¼	10	.....	23½	.....	17	20	23½	.....	.....
M	5	182	168	99	69	.....	.....	.....	.....	38¼	10	.....	25½	.....	17	20	25½	.....	.....
ML	5	198	192	115	77	.....	.....	.....	.....	38¼	10	.....	25½	.....	17	20	25½	.....	.....
General Motors Truck Co., Pontiac, Mich.																			
K17	1	136	101	57	44	102	45	.....	34¼	28½	11	22	25	30½	.....	20	.....	.....	900
K32	1½	154	123	75	48	136	45	.....	34¾	29½	12	22	25	30½	.....	20	.....	.....	1200
K41A	2½	146	126	71	55	138	45	47¾	33	31	10½	23½	25	32¼	17¼	20	25	.....	1500
K41B	2½	158	150	83	67	162	45	47¾	33	31	10½	23½	25	32¼	17¼	20	25	.....	1500
K41C	2½	191½	150	116½	33½	.....	45	47¾	33	31	10½	23½	25	32¼	17¼	20	25	.....	.....
K71A	3½	163	144	87½	56½	168	50¾	54	38	36	9	25	25	33¾	17¼	20	25	.....	.....
K71B	3½	187	192	111½	80½	216	50¾	54	38	36	9	25	25	33¾	17¼	20	25	.....	.....
K101A	5	163	144	87½	56½	168	50¾	54	38	37	8	25	25	32¼	17¼	20	25	.....	.....
K101B	5	187	182	111½	80½	216	50¾	54	38	37	8	25	25	32¼	17¼	20	25	.....	.....
Gotfredson Truck Co., Detroit, Mich.																			
20B	1	131	86½	55½	31½	.....	.....	51¾	32½	.....	13½	22½	32¾	26¼	10¾	19½	28	49	.....
30	1½	144	118½	68½	50½	.....	.....	51¾	32½	.....	13½	22½	32¾	26¼	10¾	19½	28	49	.....
41	2	146½	119½	67½	51½	.....	.....	51¾	32	.....	.....	32¾	27½	10¾	19½	28	49	.....	.....
60	3	152½	127	81½	45½	.....	.....	63½	33	.....	.....	24	32	17	22	25	.....	.....	.....
80	4	160	147	88¾	58¼	.....	.....	63½	35	.....	.....	24	35	17	22	25	.....	.....	.....
100	5	169½	156	93	63	.....	.....	63½	38	.....	.....	24	35	17	22	25	.....	.....	.....
Graham Brothers, Evansville, Ind.																			
DA	1	118	62¾	34¾	28	69½	45¾	41¾	34	28½	13½	.....	16	27½	13	22½	14¾	50½	.....
EA	1½	118	62¾	34¾	28	69½	45¾	41¾	34	30½	13½	.....	16	27½	13	22½	14¾	50½	.....
HA	1	140	96¾	56¾	40	114¾	45¾	41¾	34	.....	.....	16	27½	13	22½	14¾	50½	.....	.....
BA	1	140	96¾	56¾	40	114¾	45¾	41¾	34	29	13½	.....	16	27½	13	22½	14¾	50½	.....
CA	1½	140	96¾	56¾	40	114¾	45¾	41¾	34	31	13½	.....	16	27½	13	22½	14¾	50½	.....
FA	1½	158	132¾	74¾	58	144¾	35¾	41¾	34	31½	13½	.....	16	27½	13	22½	14¾	50½	.....
Gramm Bernstein Motor Truck Co., Lima, Ohio																			
10	1	129	97	57¾	39¾	106	44	48	30	30	11¾	.....	26¾	.....	.....	20¼	26¾	.....	.....
115	1½	146	126¾	74¾	52¾	132	44	48	30½	32	11	.....	26¾	.....	.....	20¼	26¾	.....	.....
125	2½	144	124¾	76¼	48½	156	48	55	32½	32	.....	.....	24	.....	.....	21	24	.....	.....
30	3	150	129¾	81¾	48	162	48	66	36	34½	.....	.....	24	.....	.....	21	24	.....	.....
40	4	156	143¾	87¾	56	168	48	66	36	37¼	.....	.....	24	.....	.....	21	24	.....	.....
50	5	168	162	97	65	174	54	57	36	39¾	.....	.....	23	.....	.....	21	23	.....	.....
Grass Premier Truck Co., Sauk City, Wis.																			
40-A	1	122	101	54	47	107	46	48	31	30	.....	.....	26	27	18	21	26	.....	1000
45	1½	136	108	57	51	114	45	54	31	28	.....	.....	26	27	12	21	18	.....	.....
60-A	1½	138	108	72	36	116	45	52	31	29	.....	.....	26	27	18	21	26	.....	1400
60-A	1½	138	96	72	24	100	45	52	31	29	.....	.....	26	27	18	21	26	.....	1400
55	2½	158	120	70	50	132	43	52											

Model Name or No.	Cap. in Tons	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	Max. Body Weight Recom'd Lb.
Gray Motor Corp., Detroit, Mich.																			
T 1	120	...	...	...	31	...	44	...	32	27	...	...	...	29½	...	...	...	...	...
Guild Engineering Co., Poughkeepsie, N. Y.																			
B 1	132	121	72	49	126	60	54	33	26	...	...	...	25	32	20	21	25	...	900
D 1½	142	106	67	39	138	60	54	33	25	...	...	...	25	32	20	21	25	...	1100
E 2	152	141	76½	64½	138	72	54	33½	32	...	...	...	25	30	20	21	25	...	1200
H 3	152	141	76	65	150	72	54	33½	32	...	...	...	25	30	20	21	25	...	1600
J 4	170	166	90	76	156	78	60	35	36	...	...	...	25	33	21	21	25	...	2000
K 5-6	170	166	90	76	190	84	60	35	38	...	...	...	25	33	21	21	25	...	2400
Harvey Motor Truck Co., Harvey, Ill.																			
WFB 2½	160	139	87	52	144	72	60	32	33	...	...	...	26	29	14	20	...	...	1600
WFB 2½	150	110	77	33	120	72	60	32	33	...	...	...	26	29	14	20	...	...	2000
WHB 3½	160	151½	85½	66	156	84	60	35	35	...	...	...	26	30	14	20	...	...	1800
WHB 3½	160	121½	85½	36	144	84	60	35	35	...	...	...	26	30	14	20	...	...	2500
WFC 2½	160	139	87	52	144	72	60	32	33½	...	...	...	26½	30	16	20	25	56	1600
WFC 2½	150	110½	77	33½	120	72	60	32	33½	...	...	...	26½	30	16	20	25	56	2000
WTTtr. 6	125	83	52	31	...	...	...	...	32	33½	...	...	26½	30	16	20	25	56	2000
Hawkeye Truck Co., Sioux City, Ia.																			
K 1½	148	112	72	40	120	46	42	34	33½	7	24	25½	28	15½	19½	25½	38	1000	...
50 2½	160	130	83	47	144	46	42	34	33	...	...	27	28	15½	19½	27	...	1500	...
N 3½	170	144	90	54	150	52	42	34	37	7	25	26½	30	15½	19½	25½	38	1500	...
Indiana Truck Corp., Marion, Ind.																			
11 1	129½	93½	54½	39	108	46½	46	34	29½	...	...	...	30½	22	14	21½	14	...	900
15 1½	144½	114½	69½	45½	132½	46½	46	34	29	...	...	...	30½	24½	14	21½	14	...	1050
20 2	150	126	74½	51½	144	48	56	33	32½	...	...	...	26	31½	18	20	25	...	1200
25 2½	156½	138	81	57	156	45½	56	33	32½	...	...	...	26	31½	18	20	25	...	1350
26 2½	159	138	83½	54½	174	45½	56	33	32½	...	...	...	26	31½	18	20	25	...	1350
35 3½	172	156	96½	59½	174	54½	56	34½	34½	...	...	...	26	29	18	20	25	...	1600
40 4	172½	151	91½	59½	169	52½	56	34½	36½	...	...	...	30	28½	18	20	28	...	1600
51 5-7	182	164½	99	65½	192½	57½	56	37½	38½	...	...	...	30	28½	18	20	28	...	1800
52 5-7	182	164½	99	65½	192½	57½	56	37½	38½	...	...	...	30	28½	18	20	28	...	1800
International Harvester Co. of America, Chicago, Ill.																			
S 1	124½	88	49½	38½	...	...	...	...	...	...	...	...	22½	...	...	...	...	...	...
SL 1	150	123½	75½	48	...	...	...	...	...	...	...	...	22½	...	...	...	...	...	...
33 1	128	101½	57½	44½	...	...	...	...	...	33	11½	...	20	25½	...	...	20	51½	...
33 1	150	123½	79½	44½	...	...	...	...	...	32½	11½	...	20	25½	...	...	20	51½	...
43 2	130	109	59½	49½	...	...	...	...	...	33½	11	...	20	26½	...	...	20	51½	...
43 2	148	127	77½	49½	...	...	...	...	...	33½	11	...	20	26½	...	...	20	51½	...
63 3	140	116½	67½	48½	...	...	...	...	...	33½	10½	...	20	26½	...	...	20	51½	...
63 3	165	141½	92½	49½	...	...	...	...	...	33½	10½	...	20	26½	...	...	20	51½	...
103 5	160	146	87½	58½	...	...	...	...	...	36½	10½	...	20	26½	...	...	20	51½	...
103 5	185	190	112½	77½	...	...	...	...	...	36½	10½	...	20	26½	...	...	20	51½	...
International Motor Co., New York City (Mack)																			
AB Ch 1½	146½	120	73	47	138	47	...	...	33½	32½	8	...	24	28	21½	20	24	...	...
AB DR 1½	146½	120	73	47	138	42	...	...	33½	33	7½	...	24	28	21½	20	24	...	...
AB Ch 1½	164½	144	91	53	162	47	...	...	33½	32½	8	...	24	28	21½	20	24	...	...
AB DR 1½	164½	144	91	53	162	42	...	...	33½	33	7½	...	24	28	21½	20	24	...	...
AB Ch 2	146½	120	73	47	138	47	...	...	33½	32½	8	...	24	28	21½	20	24	...	...
AB DR 2	146½	120	73	47	138	42	...	...	33½	33	7½	...	24	28	21½	20	24	...	...
AB Ch 2	164½	144	91	53	162	47	...	...	33½	32½	8	...	24	28	21½	20	24	...	...
AB DR 2	164½	144	91	53	162	42	...	...	33½	33	7½	...	24	28	21½	20	24	...	...
AB Ch 2½	146½	120	73	47	138	47	...	...	33½	33½	8	...	24	28	21½	20	24	...	...
AB DR 2½	146½	120	73	47	138	42	...	...	33½	33	7½	...	24	28	21½	20	24	...	...
AB Ch 2½	164½	144	91	53	162	47	...	...	33½	33½	8	...	24	28	21½	20	24	...	...
AB DR 2½	164½	144	91	53	162	42	...	...	33½	33	7½	...	24	28	21½	20	24	...	...
AC 3½	156	132	92	40	144	43	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 3½	168	156	104	52	168	53	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 3½	180	180	116	64	192	53	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 5	156	132	92	40	144	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 5	168	156	104	52	168	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 5	180	180	116	64	192	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 6½	156	132	92	40	144	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 6½	168	156	104	52	168	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 6½	180	180	116	64	192	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 7½	156	132	92	40	144	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 7½	168	156	104	52	168	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AC 7½	180	180	116	64	192	54	...	...	37½	37	7½	...	24	30½	22½	18½	22½	...	...
AB ch 5	122½	77	49	28	...	...	...	...	33½	...	...	...	24	28	21½	20	24	...	...
AC ch 7	128	82	64	18	...	...	...	...	37½	...	...	...	24	30½	22½	18½	22½	...	...
AC ch 10	128	82	64	18	...	...	...	...	37½	...	...	...	24	30½	22½	18½	22½	...	...
AC ch 13	128	82	64	18	...	...	...	...	37½	...	...	...	24	30½	22½	18½	22½	...	...
AC ch 15	128	82	64	18	...	...	...	...	37½	...	...	...	24	30½	22½	18½	22½	...	...
Kearns-Dughe Motors Co., Danville, Pa.																			
K 1	118	89	53	36	141	50	48	34	29	11½	25½	25½	26	12	16	25½	53	600	...
N 1½	136	116	72	44	134	47	53	34	31	...	...	...	25½	30	14	18	25½	55½	1000
N-1 2	136	120	72	48	138	51	53	34	32	...	...	...	25½	28	14½	18	25½	55½	1200
N-1 2	158	142	94	48	160	51	53	34	32	...	...	...	25½	28	15½	18	25½	55½	1200
T 3½	160	142	88	54	164	57	59½	34	39	...	...	...	24½	33	16	21½	24½	56½	1500
T 3½	186	168	114	54	190	57	59½	34	39	...	...	...	24½	33	16	21½	24½	56½	1500
TF 5	160	142	88	54	164	57	59½	35	39	...	...	...	24½	33	16	21½	24½	56½	1500
TF 5	186	168	114	54	190	57	59½	35	39	...	...	...	24½	33	16	21½	24½	56½	1500
Kelly-Springfield Motor Truck Co., Springfield, O.																			
K-33 1½	150	133½	85	84½	133½	46	46	34	32½	...	...	...	23½	...	15½	22½	23½	54½	1200
K-75 2½	154																		

Model Name or No.	Cap. in Tons	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	Max. Body Weight Rec'd Lb.
Noble Motor Truck Co., Kendallville, Ind.																			
A75	1	130	100	58	42	108	46	48	34	27½	10	24	25	26½	14	20	25	54	1000
A21	1½	144	112	72½	39½	120	46	48	34	27½	10	24	25	26½	14	20	25	54	1200
B31	2	156	126½	80	46½	132	46	54	34	30½	10	24	26	30½	16	20	26	54	1500
D51	2½	162	138½	86½	52½	144	44	54	34	31½	10	24	26	30½	16	20	26	54	1500
E71	3½	163	158½	98½	60	168	48	54	36	34	10	24	26	30½	16	20	26	54	2000
O'Connell Motor Truck Co., Waukegan, Ill. (Super)																			
50-R	2½	156	131	82	49	...	...	52	34	...	...	...	24½	28½	15	20	24½	...	...
60-D	3	126	87	57½	29½	...	...	52	34	...	...	...	26	26½	23	20	26	...	...
70	3½	164	142	97½	44½	...	...	52	34	...	...	...	24½	28½	15	20	24½	...	...
100	5	164	142	97½	44½	...	...	52	34	...	...	...	24½	28½	15	20	24½	...	...
150	7½	164	142	97½	44½	...	...	52	34	...	...	...	24½	28½	15	20	24½	...	...
Olympic Motor Truck Co., Tacoma, Wash.																			
...	...	164	143	86	57	158	50	51	32½	31	...	...	...	23	16½	22	45	...	...
Oshkosh Motor Truck Mfg. Co., Oshkosh, Wis.																			
MM	2½	170	156	98	58	156	72	45	34	36½	...	...	24½	33½	12	21½	24½	...	1500
M	2½	146	140	82	58	140	72	45	34	36	...	...	24½	33½	12	21½	24½	...	1500
HH	3	165	135½	104½	31	136	72	45	34	40	...	...	24½	33½	12	21½	24½	...	2000
H	3	146	116½	85½	31	120	72	45	34	39	...	...	24½	33½	12	21½	24½	...	2000
Patriot Mfg. Co., Havelock, Neb.																			
7R	1	128	93	56	37	102	48	48	33½	30	...	...	26	...	16	19	26	30	...
9L	2	146	119	71	48	132	48	48	34½	35	...	...	26	...	16	19	26	30	...
11W	3	156	150	82	68	156	48	48	34	40	...	...	26	...	16	19	26	30	...
Penn Motors Corp., Philadelphia, Pa.																			
2	2	144	122	77	45	144	45	47	33	31	11	...	24	30	15	20	25	...	...
Overland	1	122	92	52	40	96	45	..	33½	28	10	...	25	26	...	18	25	...	...
Pierce Arrow Motor Car Co., Buffalo, N. Y.																			
XA	2	150	125½	70½	54½	...	...	45½	34½	31½	...	...	18½	...	17½	23½	18½	...	...
XB	3	150	125½	70½	54½	...	...	45½	34½	31½	...	...	18½	...	17½	23½	18½	...	...
WC	4	162	133½	78½	54½	...	...	54	38½	32½	...	...	18½	...	17½	23½	18½	...	...
RF	7½	168	139½	84½	54½	...	...	54	38½	35½	...	...	18½	...	17½	23½	18½	...	...
RD	5	162	139½	78½	60½	...	...	54	38½	33½	...	...	23½	...	17½	23½	23½	...	...
RD	5½	180	157½	96½	60½	...	...	54	38½	33½	...	...	23½	...	17½	23½	23½	...	...
RD	6	198	175½	114½	60½	...	...	54	38½	33½	...	...	23½	...	17½	23½	23½	...	...
Rainier Motor Corp., Long Island City, N. Y.																			
R-31	¾	125	87½	51½	36½	...	...	50	34	29½	...	...	25	25	18	20	25	...	1000
R-29	1	133	97½	59½	38½	...	...	50	34	29½	...	...	25	25	18	20	25	...	1200
R-36	1½	147	111	72	39	...	...	56	34	28	...	...	26½	25	18	21½	26½	...	1200
R-28	1½	157	124½	80½	44½	...	...	56	33	30½	...	...	26½	29½	18	21½	26½	...	1400
R-28	1½	175	166½	98½	68½	...	...	56	33	30½	...	...	26½	29½	18	21½	26½	...	1400
R-28	1½	187½	142½	118½	31½	...	...	56	33	30½	...	...	26½	29½	18	21½	26½	...	1400
R-20	2½-3	165	137½	85½	52	...	...	56	33	31½	...	...	26½	28½	14½	20½	26½	...	1600
R-20	2½-3	177	159½	97½	62	...	...	56	33	31½	...	...	26½	28½	14½	20½	26½	...	1600
R-25	3½-5	158	30½	79	51½	...	...	60	37	35½	...	...	25½	28½	14½	21	25½	...	2000
R-25	3½-5	170	157½	91	66½	...	...	60	37	35½	...	...	25½	28½	14½	21	25½	...	2000
R-25	3½-5	194	181½	115	66½	...	...	60	37	35½	...	...	25½	28½	14½	21	25½	...	2000
R-25	3½-5	227	181½	148	33½	...	...	60	37	35½	...	...	25½	28½	14½	21	25½	...	2000
R-27	6	158	127½	76	51½	...	...	60	37	35½	...	...	25½	27½	14½	21	25½	...	2200
R-27	6	170	154½	88	66½	...	...	60	37	35½	...	...	25½	27½	14½	21	25½	...	2200
R-27	6	194	178½	112	66½	...	...	60	37	35½	...	...	25½	27½	14½	21	25½	...	2200
R-27	6	227	178½	145	33½	...	...	60	37	35½	...	...	25½	27½	14½	21	25½	...	2200
Arthur Rehberger & Son, Newark, N. J.																			
A	2	162	133½	81½	52	138	48	54	32½	30	...	...	27	31	16	20	27	...	...
B	3	162	146½	90	56½	150	44	54	33	32	...	...	27	31	16	20	27	...	...
C	4	174	157½	102	55½	162	49	60	37½	33½	...	...	27	31	16	20	27	...	...
D	5	186	172½	109	63½	180	50	60	37½	36½	...	...	27	31	16	20	27	...	...
Reo Motor Car Co., Lansing, Mich.																			
Speed Wagon	1½	128	96½	72½	24½	...	...	38½	32	28½	12½	24½	...	...	...	20½	...	...	...
F	1½	150	103½	...	...	...	...	...	45½	28	12½	24½	...	...	...	20½	26	...	...
Ruggles Motor Truck Co., Saginaw, Mich.																			
16	1	122	85	54½	30½	96	45½	44½	38½	...	11½	21	...	26½	...	19	...	...	...
20R	1½	128	96½	55½	41½	108	46	45½	34	...	11½	23	24	27	...	19½	24	...	...
22	1½	148	134½	75½	58½	132	46	45½	34	...	11½	23	24	27	...	19½	24	...	...
41	2	148	134½	75½	58½	132	46	45½	34	...	11	...	24	27	...	19½	24	...	...
40H	2½	148	134½	75½	58	132	46	45½	34	...	11	...	24	27	...	19½	24	...	...
Sandow Motor Truck Co., Chicago Heights, Ill.																			
GA	1	130	84½	160½	32½	...	46	38	31½	...	...	...	...	31½	...	...	24½	30½	900
CG	1½	138	128	70	48	...	48	38	33	...	...	...	...	28½	...	...	24	30½	1100
JS	2	144	117	72½	44½	...	48	38	33	35	...	...	...	33½	...	...	24	30½	1200
J	2½	165	134	86½	47½	...	47	38	31	36	...	...	...	...	19	...	27	30½	1400
Sanford Motor Truck Co., Syracuse, N. Y.																			
W-10	1	140	108	60	48	144	46½	50	32	32	12½	...	29	23½	11½	21	14	48	...
W-15	1	140	...	...	...	144	...	50	32	32	...	...	25	33½	13	20	23½	53	...
W-25	2½	156	134½	75½	59½	168	...	50	35	33½	...	...	25	33½	13	20	23½	53	...
W-35	3½	174	170½	96½	77½	168	...	50	35	36½	...	...	25	33½	13	20	23½	53	...
W-35	3½	156	117½	76½	19½	...	...	50	35	37½	...	...	25	33½	13	20	23½	53	...
W-50	5	174	...	...	...	168	...	60	35	37	...	...	25	33½	13	20	23½	53	...
Adolph Saurer, Inc., New York, N. Y.																			
5AD	6½	187	180	114	66	186	49	63	33½	33	12	28	18	30	20	18	14	60	4000
5AD	6½	197	180	124	56	210	49	63	33½	33	12	28	18	30	20	18	14	60	4000
5AD	6½	169	132	96½	35½	144	49	63	33½	33	12	28	18	30	20	18	14	60	4000
5AD	6½	177	142	104	36	162	49	63	33½	33	12	28	18	30	20	18	14	60	4000
Tractor	15	141	104	68	36	108	49	63	33½	33	12	28	18	30	20	18	14	60	...
G. A. Schacht Motor Truck Co., Cincinnati, O.																			
H	1½	158	143	84½	58½	144	45	54½	31½	29½	...	...	24½	24½	11½	21½	24½	...	1500
G	2-3	156	140½	85½	55	144	50	60	35½	32½	...	...	24½	27	17	20½	23½	...	1500
G	4-5	168	152½	95½	57½	168	50	60	35½	34½	...	...	24½	27	17	20½	23½	...	1500

Model Name or No.	Cap. in Tons	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	Max. Body Weight Recom'd Lb.
Selden Truck Corp., Rochester, N. Y.																			
20	1 1/4	144	108	66	42	120	49	46	34	29 1/2	13	25 1/2	17	27	11	16	17	....	....
30C	1 1/2	137 1/2	114 1/2	71	43 1/2	132	50 1/2	45 1/2	34	28 1/2	....	....	23 1/2	24 1/2	17 1/2	17 1/2	23 1/2	....	....
30C	1 1/2	149 1/2	114 1/2	82 1/2	31 1/2	144	50 1/2	45 1/2	34	28 1/2	....	....	23 1/2	34 1/2	17 1/2	17 1/2	23 1/2	....	....
33B-10	1 1/2	146	120	71	49	132	50	45 1/2	34	31	....	....	25	....	16 1/2	20	25	....	....
33B-12	1 1/2	160	144	85	59	156	50	45 1/2	34	31	....	....	25	....	16 1/2	20	25	....	....
50B-11	2 1/2	148 1/2	136 1/2	82	54 1/2	144	48 1/2	45 1/2	34	33 1/2	....	....	25	32 1/2	16 1/2	20	25	....	....
50B-14	2 1/2	166 1/2	172 1/2	100	72 1/2	180	48 1/2	45 1/2	34	33 1/2	....	....	25	32 1/2	16 1/2	20	25	....	....
53B-11	2 1/2	154	136 1/2	82	54 1/2	144	48 1/2	45 1/2	34	33 1/2	....	....	25	32 1/2	16 1/2	20	25	....	....
53B-14	2 1/2	172	172 1/2	100	72 1/2	180	48 1/2	45 1/2	34	33 1/2	....	....	25	32 1/2	16 1/2	20	25	....	....
70B-12 1/2	3 1/2	164	155	91	64	168	53	45 1/2	37 1/2	35	....	....	25	33 1/2	16 1/2	20	25	....	....
70B-16	3 1/2	189	197	116	81	204	53	45 1/2	37 1/2	35 1/2	....	....	25	33 1/2	16 1/2	20	25	....	....
73B-12 1/2	3 1/2	168 1/2	150 1/2	91	59 1/2	168	53	45 1/2	37 1/2	35	....	....	25	33 1/2	16 1/2	20	25	....	....
73B-16	3 1/2	193 1/2	192 1/2	116	76 1/2	204	53	45 1/2	37 1/2	35 1/2	....	....	25	33 1/2	16 1/2	20	25	....	....
90B-12 1/2	5	164	153	89	64	168	54 1/2	45 1/2	37 1/2	39	....	....	25	33	16 1/2	20	25	....	....
90B-16	5	192	195	117	78	204	54 1/2	45 1/2	37 1/2	39	....	....	25	33	16 1/2	20	25	....	....
Service Motors, Inc., Wabash, Ind.																			
25F	1	132	106 1/2	65 1/2	41	108	46	46	32	26 1/4	....	....	33 1/2	28 1/2	12	16 1/2	17 1/2	....	2500
34	1 1/2	151 1/2	121	82 1/2	38 1/2	120	46	32	34	29 1/4	....	....	24 1/4	34 1/4	16 1/4	21	24 1/4	....	2500
61	2 1/2	164 1/2	127 1/2	92 1/2	35 1/2	144	46	52	34	31 1/2	....	....	24 1/4	....	16 1/4	21	24 1/4	....	2480
81	3 1/2	173	144	100 1/4	43 1/4	156	48	52	38	34	....	....	24 1/4	29 1/2	16 1/4	21	24 1/4	....	3140
103	5	173 1/2	144	100 1/4	43 1/4	156	50	52	38	37 1/2	....	....	24 1/4	29 1/2	16 1/4	21	24 1/4	....	4600
Standard Motor Truck Co., Detroit, Mich.																			
75	....	134	108	62 1/2	45 1/2	....	....	....	32	34	9	....	23	34 1/2	....	....	23	....	....
1K	....	134	120	62 1/2	57 1/2	....	....	....	32	....	....	....	25	31 1/4	....	....	25	....	....
1 1/2 K	1 1/2	134	120	62 1/2	57 1/2	....	....	46	32	....	6	....	25	31 1/4	....	20	25	....	....
1 1/2 K	1 1/2	144	120	72 1/2	47 1/2	....	....	46	32	....	6	....	25	31 1/4	....	20	25	....	....
FFF	1 1/2	146	120	79	41	....	....	....	32	26	....	....	24	30 1/2	18	20	24 1/2	....	....
FFF	1 1/2	134	103	67	36	....	....	....	32	26	....	....	24	30 1/2	18	20	24 1/2	....	....
FFF	1 1/2	160	144	93	51	....	....	....	32	26	....	....	24	30 1/2	18	20	24 1/2	....	....
2 1/2 K	2 1/2	146 1/2	132	83	49	....	....	46 1/2	32	....	9	....	25	34 1/2	....	20	25 1/2	....	....
2 1/2 K	2 1/2	170 1/2	156	107	49	....	....	46 1/2	32	....	9	....	25	34 1/2	....	20	25 1/2	....	....
3 1/2 K	3 1/2	160	144	93 1/2	50 1/2	....	....	46 1/2	38	....	....	....	25	28 1/4	....	20	26	....	....
3 1/2 K	3 1/2	172	180	105 1/2	74 1/2	....	....	46 1/2	38	....	....	....	25	28 1/4	....	20	26	....	....
5K	5	164 1/2	144	93 1/2	50 1/2	....	....	46 1/2	38	....	10	....	25	33 1/2	....	20	25 1/2	....	....
5K	5	176 1/2	180	105 1/2	74 1/2	....	....	46 1/2	38	....	10	....	25	33 1/2	....	20	25 1/2	....	....
Sterling Motor Truck Co., Milwaukee, Wis.																			
DW8	1	142	120	70	50	132	65 1/4	....	33 1/2	30 3/8	....	....	25 1/4	34 1/2	....	....	....	....	....
DW10	1 1/2	142	120	70	50	132	72 1/2	48 1/2	34	31	....	....	25 1/4	34 1/2	24	21	24 1/2	56 1/2	....
DW12	2	142	120	70	50	132	72 1/2	48 1/2	34	31	....	....	25 1/4	34 1/2	24	21	24 1/2	56 1/2	....
DW14	2 1/2	130	89	58	31	96	75 1/2	48 1/2	34	32 1/2	....	....	25 1/4	34 1/2	24	21	24 1/2	56 1/2	....
DW15D	3	130	89	58	31	96	75 1/2	48 1/2	34	33	....	....	25 1/4	34 1/2	24	21	24 1/2	56 1/2	....
EW20T	3 1/2	148	110 1/4	71	39 1/4	....	89 1/2	58 1/2	38	35 1/2	....	....	25 1/4	34 1/2	26 1/4	21	24 1/2	57 1/2	....
EW23	5	192	182	115	67	204	89 1/2	58 1/2	38	35	....	....	25 1/4	34 1/2	26 1/4	21	24 1/2	57 1/2	....
Stewart Motor Corp., Buffalo, N. Y.																			
16	1	130	89 1/2	51 1/2	37 1/2	98	47	51	32	28	13	24	20 1/2	24 1/4	8	18 1/2	20 1/2	52	750
17	1 1/4	145	109 1/2	66 1/2	43	120	46	51	32	31 1/4	11 1/2	24	20 1/2	25 1/4	8	18 1/2	20 1/2	52	1000
18	1 1/2	160	124 1/2	81 1/2	43	138	46	51	32 1/2	31 1/4	11 1/2	24	20 1/2	25 1/4	8	18 1/2	20 1/2	52	1000
17	1 1/2	160	124 1/2	81 1/2	43	138	46	51	32 1/2	31 1/4	11 1/2	24	20 1/2	25 1/4	8	18 1/2	20 1/2	52	1100
7X	2 1/2	156	132 1/2	79 1/2	53 1/2	144	44	51	32	35 1/2	12 1/2	24	20 1/2	30 3/4	15 1/2	18 1/2	20 1/2	58 1/2	1300
7X	2 1/2	174	150 1/2	97 1/2	53 1/2	168	44	51	32	35 1/2	12 1/2	24	20 1/2	30 3/4	15 1/2	18 1/2	20 1/2	58 1/2	1300
7X	2 1/2	124 1/2	76	48	28	84	44	51	32	36	13	24	20 1/2	30 3/4	15 1/2	18 1/2	20 1/2	58 1/2	1300
10X	3 1/2	165	138	78 1/2	59 1/2	156	52	58	32	40 1/2	13 1/2	28	22 1/4	30 3/4	15 1/2	18 1/2	22 1/4	59	1500
10X	3 1/2	185	162	98 1/2	63 1/2	180	52	58	32	40 1/2	13 1/2	28	22 1/4	30 3/4	15 1/2	18 1/2	22 1/4	59	1500
Transport Truck Co., Mt. Pleasant, Mich.																			
15	1	128	98 1/2	57 1/2	40 1/2	98	44	50 1/2	34	29 1/4	....	....	20	29 1/4	13 1/2	17 1/2	14 1/2	53 1/2	600
15A	1	138	108 1/2	67 1/2	40 1/2	120	44	50 1/2	34	29 1/4	....	....	20	29 1/4	13 1/2	17 1/2	14 1/2	53 1/2	600
26	1 1/2	140	113 1/2	70 1/2	43 1/2	120	61	52	34	29 1/4	....	....	19 1/4	31 1/2	14 1/2	19 1/4	19 1/4	....	600
36	2	144	120 1/2	72 1/2	47 1/2	132	73	52	34	31 1/4	....	....	19 1/4	29 1/4	14 1/2	19 1/4	19 1/4	....	800
36A	2	160	140 1/2	88 1/2	51 1/2	156	73	52	34	32 1/4	....	....	19 1/4	29 1/4	14 1/2	19 1/4	19 1/4	....	800
61	3 1/2	150	127 1/2	78 1/2	49 1/2	144	73	52	34	31 1/2	....	....	19 1/4	28 1/4	14 1/2	19 1/4	19 1/4	....	1100
61A	3 1/2	170	152 1/2	98 1/2	54	168	73	52	34	31 1/2	....	....	19 1/4	28 1/4	14 1/2	19 1/4	19 1/4	....	1100
61C	3 1/2	150	111 1/2	78 1/2	33 1/2	126	60	52	34	31 1/2	....	....	19 1/4	28 1/4	14 1/2	19 1/4	19 1/4	....	1100
75	5	170	150 1/2	93 1/2	57	162	86	58	36 1/2	35 1/2	....	....	19 1/4	31 1/2	14 1/2	19 1/4	19 1/4	....	1400
75A	5	190	174 1/2	113 1/2	61	186	86	58	36 1/2	35 1/2	....	....	19 1/4	31 1/2	14 1/2	19 1/4	19 1/4	....	1400
75C	5	170	126	93 1/2	32 1/2	144	60	58	36 1/2	35 1/2	....	....	19 1/4	31 1/2	14 1/2	19 1/4	19 1/4	....	1400
Traylor Engineering																			

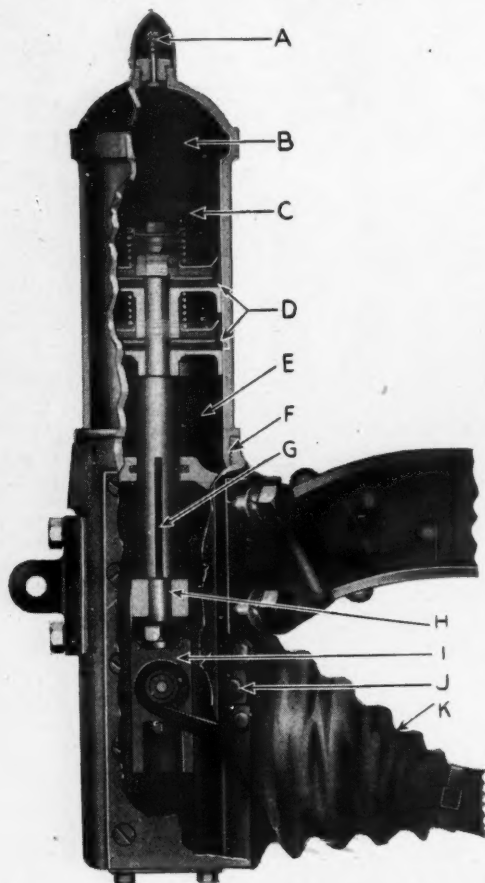
Model Name or No.	Cap. in Tons	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	Max. Body Weight Recom'd Lb.
S	4	150	124	84	40	130	54	52½	36	16	5	....	24½	32	14½	19	24½	56	1700
S	4	168	154	102	52	160	54	52½	36	16	5	....	24½	32	14½	19	24½	56	1700
S	4	178	178	112	66	184	54	52½	36	16	5	....	24½	32	14½	19	24½	56	1700
S	5	150½	124	84½	39½	130	54	52½	36½	16	7	....	24½	32	14½	19	24½	56	1800
S	5	168½	154	102½	51½	160	54	52½	36½	16	7	....	24½	32	14½	19	24½	56	1800
S	5	178½	178	112½	65½	184	54	52½	36½	16	7	....	24½	32	14½	19	24½	56	1800
T	7	162	136	91	45	138	56	52½	36	18½	6	....	24½	33	14½	19	24½	56	1900
T	7	172	166	101	65	172	56	52½	36	18½	6	....	24½	33	14½	19	24½	56	1900
T	7	186	190	115	75	196	56	52½	36	18½	6	....	24½	33	14½	19	24½	56	1900
Wachusett Motors Inc., Fitchburg, Mass.																			
K	2	154	145	79	66	150	78	56	33	32	....	....	24	30	17	22	24	55	1400
L	2½	170	144	93	51	156	84	56	33	34	....	....	24	30	17	22	24	55	1600
The White Company, Cleveland, Ohio.																			
15	¾	133½	85½	58	57½	91½	44¾	36	34	30½	....	....	26½	26½	14	18½	18	....	900
15	¾	121½	85½	46	39½	85½	44¾	36	34	30½	....	....	26½	26½	14	18½	18	....	900
15-45	¾	143½	85¾	57½	27½	91½	44¾	36	34	28¾	....	....	26½	28½	14	18½	18	....	900
20	2	145½	107½	70	37½	109½	44¾	36	34	32	....	....	26½	28½	14	18½	18	....	1135
20	2	168	146	92½	53½	147	44¾	36	34	31	....	....	26½	28½	14	18½	18	....	1135
20D	2	145½	98	70	28	108	44	36	34	....	....	....	26½	28½	14	18½	18	....	1145
51	2½	107	146	84½	61½	147	42	36	34	32	....	....	26½	28½	14	18½	18	....	1000
50A	3	198	....	....	56	224	43	36	34	29½	....	....	....	....	....	....	....	....	3000
50A	3	220	....	....	34	....	43	36	34	28½	....	....	....	....	....	....	....	....	3000
40	3½	174	164	106½	57½	180	44	52	42½	34	....	....	26	27	14½	19	18½	....	2170
40D	3½	156	119	88½	30½	122	44	52	42½	....	....	....	26	27	14½	19	18½	....	2175
45	5	174	164	106½	57½	180	44	52	42½	34½	....	....	26	27	14½	19	18½	....	2170
45D	5	156	119	88½	30½	122	44	52	42½	....	....	....	26	27	14½	19	18½	....	2175
Wilcox Trux, Inc., Minneapolis, Minn.																			
AB	1	130	96	57	39	114	47	49	31	31	6	23	26	31	16½	18	26	....	900
H	1½	156	132	81½	50¾	144	47	49	33	33	8	24	26	29	16½	18	26	....	1200
Z	2½	156	132	81½	50¾	144	47	49	33	31	10	24	26	31	16½	18	26	....	1300
EE	3½	162	156	90%	65¾	168	51	49	33	38	9	27	26	31½	16½	18	26	....	1600
FF	5	162	148½	86	62½	168	56	49	36	35	9	27	26	31	16½	18	26	....	2000
Willys-Overland Co., Toledo, O. (Overland)																			
SPAD	½	100	31¼	29	27	114	46½	42½	26	24½	13½	17½	25¼	26	13	19¼	25½	....	600
Witt Will Co. Inc., Washington, D. C.																			
N	1½	120	100	56½	43½	100	58	52	32	34	....	....	16	27	16	19	16	....	1000
S	3	144	139	80½	58½	139	58	52	32	34	....	....	16	27	16	19	16	....	1800
A	3½-5	172	151	101	50	151	69½	60	38	39	....	....	27¼	40	19	18	27¼	....	2000
Yellow Cab Mfg. Co., Chicago, Ill.																			
T3	¾	109	52	88	14	84	48½	43	42¾	26	11¾	19	28	26¾	12	16½	26½	51	....
T1	1	130	88	55	33	108	44	44	34½	28	11	22½	24	28½	15	22	24	54	....

Electric Trucks

Commercial Truck Co., Philadelphia, Pa.																			
H1	1½	108	81	43½	37½	84	47½	....	35½	33¼	....	....	....	28½	....	....	....	....	800
F1-5	¾	94	86	60½	26½	96	47	46	35½	32¾	....	....	....	24½	29¾	15¾	21½	24½	1000
H1.5	¾	116	87	51½	35½	96	47	....	35½	33	....	....	....	24½	28½	....	....	....	1000
F2	1	96	113½	73¾	39½	120	46	46	35½	32½	....	....	....	24½	29¾	15¾	21½	24½	1200
H2	1	124	99	59½	39½	108	46	....	35½	33	....	....	....	24½	28½	....	....	....	1200
F4	2	116	132½	94¾	38	150	52½	46	39	35¼	....	....	....	24½	28½	15¾	21½	24½	1500
F7	3½	136	165	111¾	53½	168	52½	46	33½	37½	....	....	....	24½	29¾	15¾	21½	24½	2000
A7	3½	122	150½	111¾	39	168	52½	46	33½	38¾	....	....	....	24½	30	15¾	21½	24½	2000
F10	5	152	188	127¾	60¾	192	50½	46	33½	39¾	....	....	....	24½	29¾	15¾	21½	24½	2500
A10	5	132	168¾	126¾	41½	186	50½	46	33½	38¾	....	....	....	24½	30	15¾	21½	24½	2500
Kelland Motor Car Co., Newark, N. J.																			
ATS	1½	102	70	42	28	96	52	48	33½	28½	10½	22	26	32½	19	20	26	....	800
BFS	¾	102	70	42	28	96	52	48	33½	28½	10½	22	26	32½	19	20	26	....	1000
CTS	1	102	70	42	28	96	52	48	33½	28½	10½	22	26	32½	19	20	26	....	1200
AT	1½	102	92	64	28	114	52	48	33½	28½	10½	22	26	32½	19	20	26	....	800
BT	¾	102	92	64	28	114	52	48	33½	28½	10½	22	26	32½	19	20	26	....	1000
CT	1	102	92	64	28	114	52	48	33½	28½	10½	22	26	32½	19	20	26	....	1200
AH	1½	106	92	67½	24½	114	52	48	36	36½	4½	23	26	29½	16	20	26	....	800
BH	¾	106	92	67½	24½	114	52	48	36	36½	4½	23	26	29½	16	20	26	....	1000
CH	1	106	92	67½	24½	114	52	48	36	36½	4½	23	26	29½	16	20	26	....	1200
Lansden Co. Inc., Danbury, Conn.																			
Century	¾	108	90	....	....	108	44	..	30	30	....	....	....	....	....	....	....	....	600
Century	1	112	102	....	....	112	44	..	30	31	....	....	....	....	....	....	....	....	800
Marathon	1	108	112	....	....	120	44	..	36	34	....	....	....	....	....	....	....	....	900
Marathon	2	121	130	....	....	144	54	..	44	36	....	....	....	....	....	....	....	....	1200
Marathon	3½	133	142	....	....	156	57	..	44	39	....	....	....	....	....	....	....	....	1800
Marathon	5	146	156	....	....	168	62	..	44	39	....	....	....	....	....	....	....	....	2200
Steinmetz Electric Motor Car Corp., Arlington, Md.																			
15	¾	114	88	44	44	108	48	49	33	31	....	....	21	21	18	20	21	....	750
Walter Motor Truck Co., Long Island City, N. Y.																			
FL	3	118	108	78	30	144	..	60	34	35	....	....	....	....	....	20	26	....	2000
F	5	136	126	96	30	168	..	60	36	37	....	....	....	....	....	20	26	....	2500
FRL	7	160	180	120	60	192	..	60	36	37	....	....	....	....	....	20	26	....	3000
Ward Motor Vehicle Co., Mt. Vernon, N. Y.																			
A 211	....	88	79½	53½	26	83	47¾	45	33½	29	....	....	27	30	18¾	20	24¾	....	800
B 222	....	91	90	56½	33½	95	47	45	33½	30	....	....	28	30	18¾	20	25¾	....	950
C 211	....	96	105	63½	41½	111	47	45	33½	31	....	....	28	29	18¾	20	25¾	....	1200
E 211	....	108	130	76½	53½	138	50	45	33½	32	....	....	28	28½	18¾	20	26¼	....	1500
G 211	....	120	154	89½	64½	163	46	45	33¾	33	....	....	28	27½	19	20	26	....	2000
J 211	....	136	180	104½	75½	190	54	50	34¾	34½	....	....	30	31½	19	20	30¼	....	2500
M 211	....	152	202	121½	80½	214	52½	50	36	37	....	....	30	30½	19	20	30¾	....	3000

Superior Air Springs

Vibration is mostly responsible for the premature removal of trucks from highways. Among other things vibration is responsible for the crystallization of chassis frames, radiator leaks, and the general shaking to pieces of equipment. Absorbing and cushioning devices therefore serve a very definite function. The Minneapolis Steel and Machinery Co., Minneapolis, Minn., is now manufacturing and marketing just such a device. It is known as the



Air Shock Absorber

A—Air and oil valve. B—Air chamber. C—Oil for sealing. D—Double cup pistons. E—Cushioning recoil chamber. F—Removable chamber. G—Groove in piston rod serve as valves. H—Connected to cross head. I—Cross head connects rod to leaf spring. J—Alemite connection. K—Covering against dust.

Superior Air Spring and is claimed to absorb all road shock and eliminate the consequent vibration. They are double acting, since both the shock and the recoil are cushioned and lost in the air chambers. The design is simple and very accessible. By the removal of two parts the entire spring is exposed.

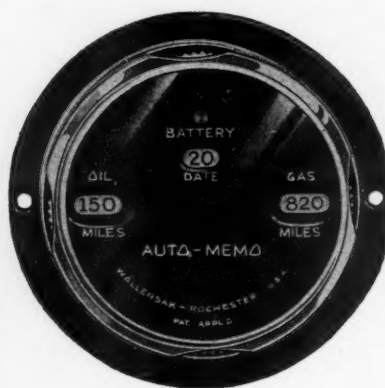
The principle of operation is simple and is as follows: The base of the spring is attached to the chassis frame and the end of the piston rod is attached through a cross head to the leaf spring. Shocks force the piston upward against a cushion of compressed air. The seal around the leather cupped piston is maintained by a 1 3/4 in. column of oil, which has the double effect of sealing the piston against air leakage and lubricating the walls of the air chamber. All driving strain and side sway is taken off the leaf springs by a

balanced cross head and guide construction. This is accomplished by connecting the piston rod to the cross head through a flexible coupling.

As the piston is forced upward by the shocks air is drawn into the lower air chamber through two air grooves in the side of the piston rod. When the recoil occurs part of the air in the lower chamber is allowed to escape gradually to a point where the remaining force of the recoil is cushioned on a column of air.

Auto-Memo

A device that will call the driver's attention to the operating needs of his vehicle is being offered by the Wollensak Optical Co., Rochester, N. Y. It is a mechanical memory. It presents a memo-



Auto-Memo

Reminds the driver when to change oil, examine battery and refill gas tank.

random of all important facts concerning the vehicle. Mounted on the dash it constantly reminds the driver when to change oil, examine the battery and when to refill the gas tank.

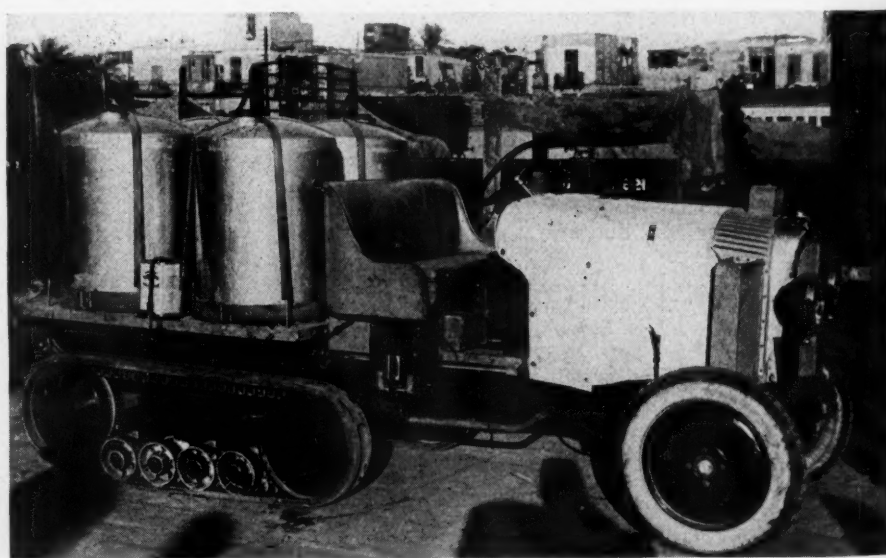
Notched wheels as shown in the illustration, are used to set the instrument. The battery memo is set according to date. The oil and gas memos are set in accordance with the last three figures on the speedometer. For example with a change of oil with speedometer reading 11,658 it is desired to change oil again at 500 miles. Adding 500 brings the mileage to 12,158. Hence, set the oil memo at 150, which is the nearest unit to 50, and when the three last figures on the speedometer correspond it is time to change oil again. The gas memo operates similarly. The price complete is \$3.

Truck Depreciation Discussed

The question of the advisability of buying used or second-hand motor trucks for fleet purposes was discussed at the monthly meeting of the Philadelphia Motor Truck Association.

While admitting that no final basis had been arrived at for such costs, he said, his experience in the department store business indicated it was better for them to buy new trucks for fleet purposes because they could then standardize on make of truck and body equipment, which was hardly possible in the used car market. He, however, said that many businesses could profit by buying used trucks, when standardization was not essential.

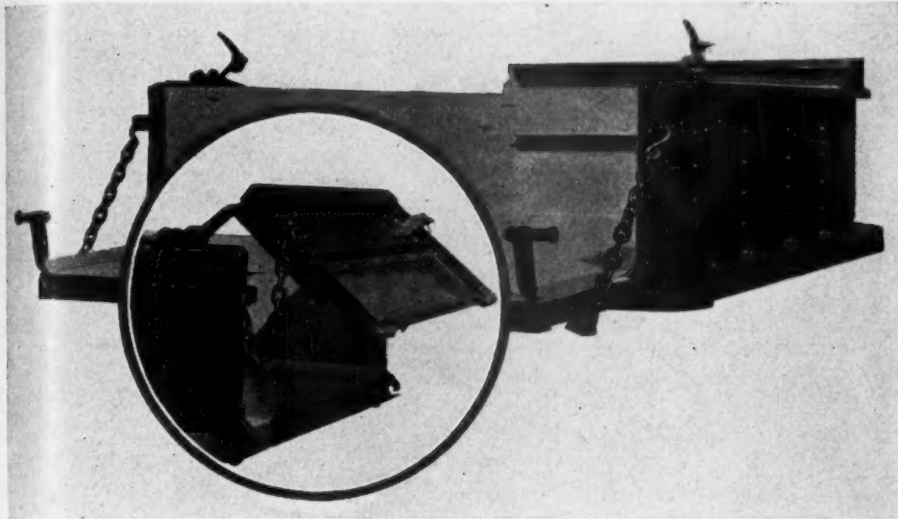
"The average life of a truck chassis," he said, "in a business like ours, is about 5 years and we figure depreciation at 30 per cent for first year, 25 per cent for second year, 20 per cent for third year, 15 per cent for fourth year and 10 per cent for the fifth year. Body equipment is good for 8 years or more. Tire equipment depreciation is figured separately. If you buy a truck used only one year no doubt you can get it for much less than 30 per cent depreciation we charge off for the first year and for many buyers that would be a good investment, but not for us."



Keystone View Co., Inc.

Off on Royal Expedition of Research

H. R. H. Prince Kemal ol Din Hussein, of Egypt, noted scientist, has set out on a research tour in Egypt, accompanied by a van of motor tractors, which carry supplies and will return with the fruits of his search. The equipment illustrated shows one of the new type of motor tractors. The tanks contain gasoline for the caravan.



Constructed to Withstand Severe Duty in Excavation Work. Note Mechanism of Double Action Tail-gate

Special Heil Excavating Body

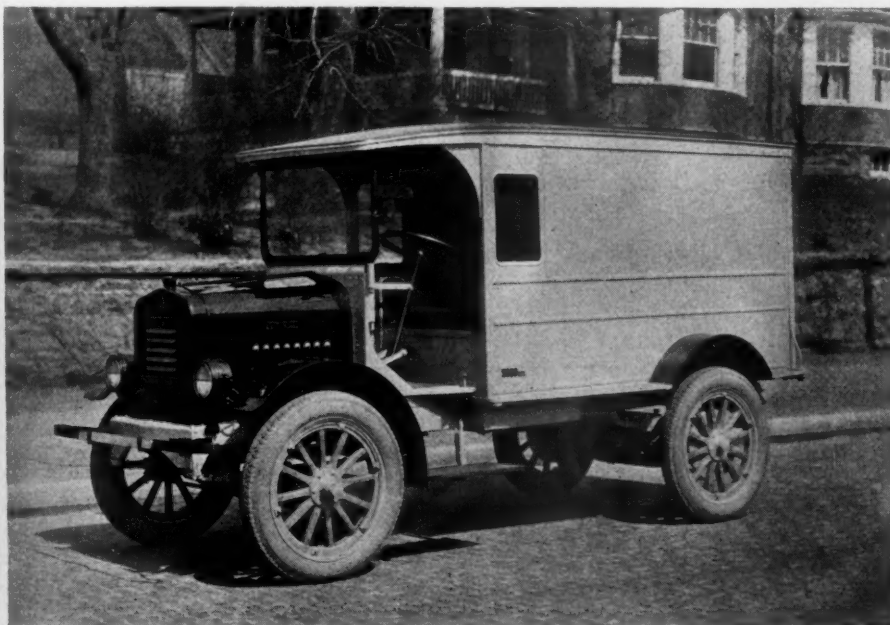
The Heil Co., Milwaukee, Wis., recently designed and built a body to meet the severe-duty requirements of Chicago excavating contractors. The body is constructed with a wearing plate of 3/16 in. steel on top of the 3/16 in. floor, giving a total thickness of 3/8 in. The floor is well supported against sagging.

Occasionally the steam shovel operator will swing the bucket around and accidentally strike the side of the body. For that reason the sides and top must be particularly strong. The body has four side braces, and extended runboard and a double right angle or channel edge at the top all for strengthening and stiffness. At the front end of the runboard is a special steel casting so curved that it

reinforces and protects the front end of the body in case of a collision. On the inside of the body are stake pockets so that additional sides can be added to increase the capacity of the body.

The suspending tail gate chains consist of 5/8 in. links. A heavy 1/2 in. bar is riveted to the side of the body and a clevis allows for easy adjustment of the gate. The tail gate is reinforced with angle iron 3 x 3 x 3/8 in.

The tailgate hinges are known as the "Newman" type. The hinging point is set back 8 in. from the rear end allowing the tailgate to open rapidly and widely. Operating mechanism is controlled by a handle located under the body runboard, easily accessible from the cab. The rods themselves are protected by the extended runboard so that they can not be damaged.



A New Electric Truck Containing Unusual Features of Design

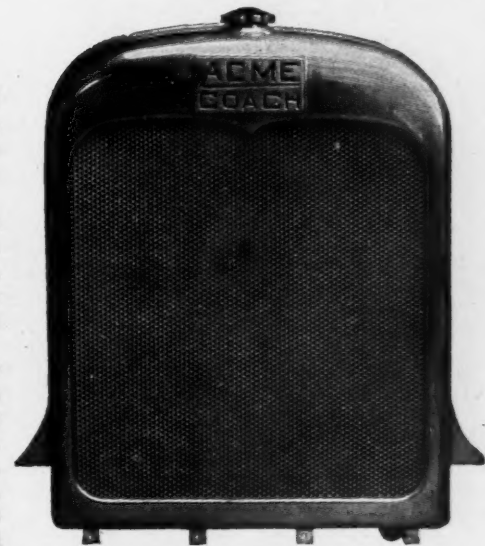
This is a brand-new electric truck development, designed and built by A. M. Leoni, of Philadelphia. It is rated as a 1000 lb. job, having four speeds forward and four reverse, with running speeds of 16 and 8 miles per hour respectively, battery controlled. Braking control is interlocked with the current control. Driving lever arrangement is similar to gas car design. Detailed illustrated description will appear in our next issue.

The rear end of the body is so designed that it can not spread under load. Gusset plates and bumpers give it additional strength. Across the front of the body and across the middle of the tailgate is placed a 4 x 4 x 3/8 in. T-iron to give stiffness.

Acme Motor Coach Radiator

Pleasing design and strength in construction feature the new Acme Motor Coach Radiator, made by the Racine Radiator Co., Racine, Wis.

The cast aluminum shell is reinforced and webbed for supporting the bottom tank across its entire width. Both tanks are formed from heavy brass, reinforced at motor connection points. The radiator core is supported in the shell by stampings



The Core is Rigidly Secured to the Aluminum Shell

bolted to the shell sides supporting radiator rigidly upright.

The core is the Perfex type with large bronze water tubes, made with corrugated walls said to provide great radiating area in small space and also act as a "turbulator," keeping the water in continual motion throughout its course. This action brings the water in contact with the quick-cooling bronze walls, hastening radiation. Each waterway or tube unit is made of a single piece of special alloy bronze shaped by a patented process which preserves the original elasticity of the metal, at the same time requiring only one joint instead of the customary two.

Trailers Are Non-Taxable

Vehicle trailers are non-taxable under the Federal law pertaining to automobiles and parts, according to a decision of the Court of Claims made public today by Attorney General Sargent. The Bureau of Internal Revenue had taxed two and four wheel trailers usually used behind automobiles. An action was instituted against the government by a company manufacturing this product, the decision being a reverse to the government.

Making Your Salesmen 100% Sold on Your Product

(Continued from page 11)

equipment was considered and the price factor dealt with. Such matters as the calculating of war tax, credit references, time payments, and other writing were carefully explained, while all items entering into the sale of a truck, such as bodies, cabs, hoists, cushion wheels, tires, power pumps, gasoline and oil tanks, etc., were given a due share of attention.

SEVERAL members of the parent concern, the Federal Motor Truck Co. of Detroit, took an active interest in these proceedings, and spoke on such matters as the theory of analyzing, interesting, and selling prospects, the history of Federal trucks, and the Federal story from an advertising angle showing how the direct mail and national advertising hooks up with the salesmen.

During the course of these classes, Mr. Pederson took very careful note of the bearing and attitude of the candidates. He noted who were regular in attendance, the facility with which they absorbed the information and the intelligence behind their questions. Seeing these men so frequently and under such conditions revealed to him their intimate personalities far more truthfully than any amount of interviewing could have done.

All these things were taken into account in making the final selection. Personality, appearance, and financial background were the three important deciding factors, for not only should a salesman representing a firm of repute have a presence that commands respect, but he must be free from the worries attendant upon financial disability.

At the end of the course only six of the 28 men were selected to join the sales force of the company. They have now been working for two months and have averaged nine calls a day each, while three have already closed orders for trucks and all have a large live prospect list on hand.

Both Mr. Pederson and Mr. Webb consider the result of the experiment highly gratifying, for they now have added to their sales force six live salesmen who are 100 per cent Federal and are getting results. Incidentally, the course of tuition was voluntarily attended by the rest of the sales force who no doubt also benefited considerably.

To keep the men fresh in their ideas, sales meetings are held one evening each week.

IN order that the salesmen may know exactly how they are progressing in the matter of sales, and how they compare with their colleagues, Mr. Webb devised a "thermometer" board, which is illustrated. This is laid out for twelve months, and as each sale is made the thermometer rises proportionately. This method has the advantage of showing

the men how their output compares with their monthly quota, without revealing to outsiders the number of trucks sold.

In addition to the above each salesman's point standing in the "Star Club" is posted above the thermometer. The Star Club is an organization of Federal Salesmen who reach a certain high point in sales a year, thus qualifying them for membership. Each year all Star Club members are rewarded by a complimentary trip to the factory for four days,

having all their expenses paid including individual gifts, with special gifts to the highest men. Social festivities, visits to motor plants, and educational sessions are among the other features of the star men's visit.

In conclusion, the Federal Truck Co. of Chicago find that good salesmen may be found among men whose ages range from 24 to 52 years, and that on an average the men around 35 years of age are their best salesmen.

Statement of Ownership, Management, Circulation, Etc.

Required by Act of Congress of
August 24, 1912

OF COMMERCIAL CAR JOURNAL
published monthly at Philadelphia, Pa.,
for April 1st, 1925

State of Pennsylvania,
County of Philadelphia, ss.:

Before me a Notary Public in and for the state and county aforesaid, personally appeared C. A. Musselman, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the COMMERCIAL CAR JOURNAL, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication, for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form to wit:

1. That the names and addresses of the publisher, editor, managing editor and business manager are:
Publisher, CHILTON COMPANY, Chestnut and 56th Sts., Philadelphia, Pa.
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Managing Editor, Albert G. Metz, South Ardmore, Pa.
Business Manager, C. A. Musselman, Merion, Pa.
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C. A. MUSSELMAN,
Business Manager.

Sworn and subscribed before me this 26th day of March, 1925.

(Seal) Arthur L. Homer,

(My commission expires March 6th, 1927.)

U. S. Department of Commerce Production Figures

(Number of Machines)

	Passenger Cars			Trucks		
	1923	1924	1925	1923	1924	1925
January	228,864	293,823	212,909	20,559	30,723	28,900
February	260,328	343,445	252,785	23,329	32,881	34,334
March	327,047	357,006	332,108	36,712	36,417	45,012
April	351,631	346,356	.....	39,744	37,911	.....
May	358,660	286,273	.....	45,790	35,281	.....
June	344,003	225,034	.....	42,536	29,041	.....
July	303,521	244,504	.....	31,788	26,368	.....
August	318,865	255,194	.....	32,264	28,614	.....
September	302,350	263,468	.....	29,690	31,942	.....
October	338,483	260,845	.....	31,578	32,447	.....
November	288,812	204,316	.....	29,238	27,893	.....
December	279,864	182,055	28,945	27,509
Total	3,702,428	3,262,319	392,173	377,027

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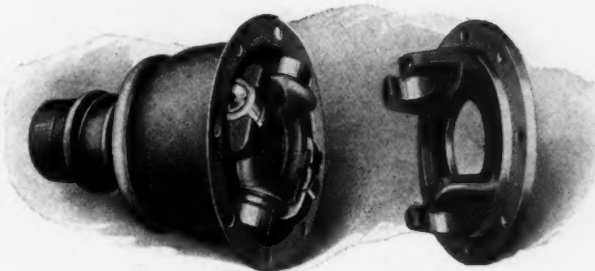
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TABLE OF CONTENTS

	PAGE
Advertisers' Index	120
Bus Table	42
Coming Events	28
Commercial Car Specifications	33
Editorials	27
News of the Trade, Including Personals	28
Replacement Table	45

SPECIAL ARTICLES

Parts and Truck Manufacturers Must Co-ordinate..	7
How to Analyze Your Repair Department.....	9
Attractive Premises Help Sell Trucks.....	12
Bring the Mountain to Mahomet.....	14
Some Views Concerning Trucks and Highways....	16
Service True Basis of Truck Sales.....	18
Freeing the Truck From Its Loading Platform Duties	20
Are You Breaking the Law That Regulates the Trade-in?	21
Rebuilt Trucks Pay Big Dividends	22
Lack of Equipment No Excuse for Poor Maintenance Work	24
Selling a Delivery Service, Not Just a Truck	25
Gasoline Truck Tank Dangers.....	57
Interstate Commerce Commission Shall be Vested With Power	29
Record Production of Previous Months Presage Continuity	29
Trade Associations Are Not Unlawful	30
Spicer Host to Motor Truck Industries	30
Equipment Mart to Open on June 19.....	31
Numerous Promotions in New Dodge Staff	31



Spicer bearings are submerged in grease while working

ALL working parts of Spicer Universals are enclosed in a two-part steel casing. The inner part retains a liberal supply of lubricant, the outer carries the packing and excludes the dirt and water.

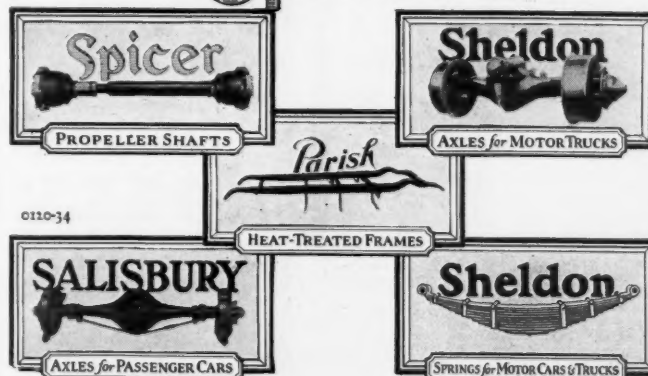
When the propeller shaft rotates, centrifugal force whirls the grease outward, keeping the bearings at the ends of the yokes imbedded in grease. The rocking motion of the bearings wipes a constantly renewed film of grease over the loaded surfaces. Fresh grease is taken up to replace used grease that has lost some of its lubricating value.

The supply of grease in a Spicer is self-regulating. New grease should be added every 2000 to 3000 miles in passenger cars and every 1000 to 1500 miles in buses and trucks. If too much is added, the surplus forces out gradually through a vent between the casings until only the proper amount remains. No grease will escape after the correct level is reached.

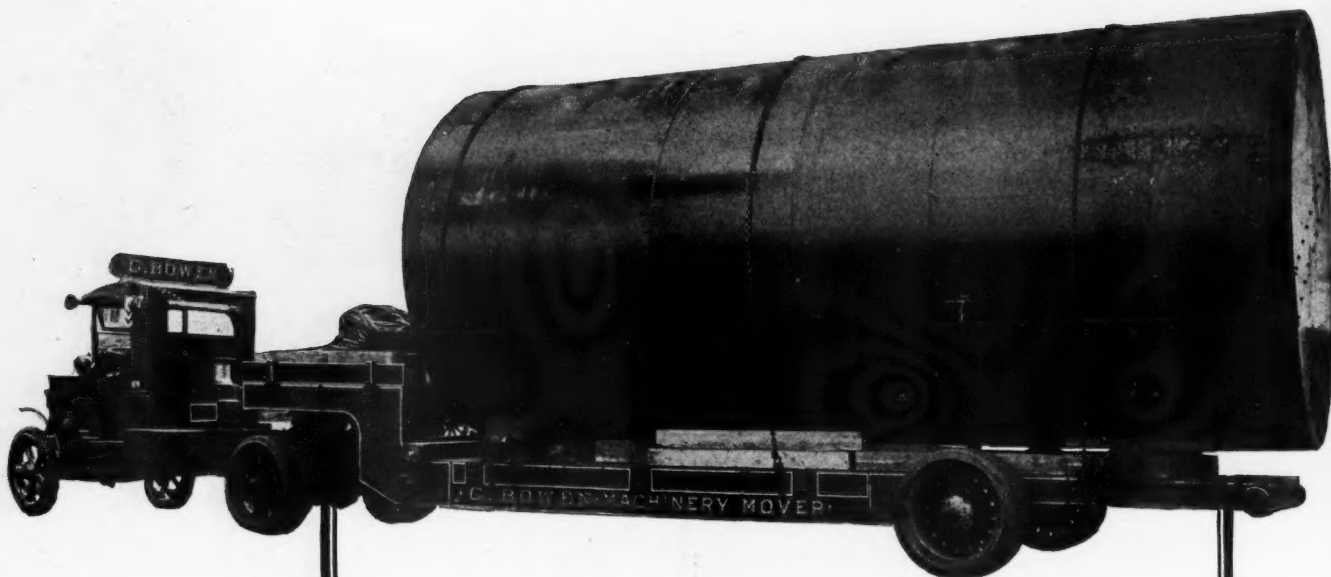
Good lubrication is vitally necessary to the smooth, quiet operation and long life of universal joints. Spicer lubrication is ideal lubrication.



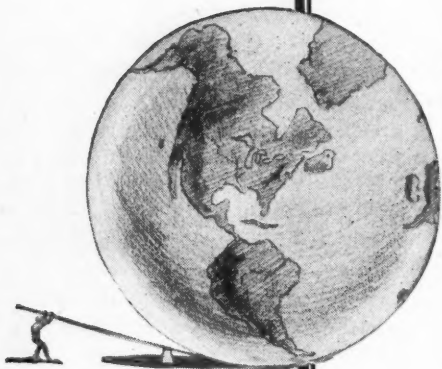
Associated Spicer Companies



Spicer Manufacturing Corporation, South Plainfield, N. J.
Parish Manufacturing Corporation, Reading, Pa.
Sheldon Axle & Spring Company, Wilkes-Barre, Pa.
Salisbury Axle Company, Jamestown, N. Y.



Moving the World



When Archimedes discovered the principle of leverage he asked only for a place on which to stand, in order to move the world single-handed.

On Timken Bearings, Freuhauf trailers will move large parts of the world in great big loads. Boilers, building stone and heavy machinery are more easily pulled when friction is taken out of the trailer wheels by Timken Tapered Roller Bearings.

Timken tapered design, Timken load capacity and Timken-made steel withstand the shock and thrust of heavy loads in rough and risky going.

Trailers last longer and make trucks last longer when Timken-equipped.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

Trailers by
Freuhauf Trailer Co.
Detroit

TIMKEN
Tapered
ROLLER BEARINGS

